

Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

Members:

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

MEETING NOTICE

January 12, 2000
STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA

Please Note Special Meeting Location

6:00 p.m.

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

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

<u>ITEMS</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER - CONFIRM QUORUM	Chair Rischa Slade
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENTS	
IV. EXECUTIVE DIRECTOR'S REPORT	Daryl K. Halls
V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC	
VI. PRESENTATION ON CAPITOL CORRIDOR (6:05-6:20 p.m.)	Gene Skoropowski & David Kutrowsky, Capitol Corridor
VII. SPECIAL ACKNOWLEDGEMENTS (6:20-6:25 p.m.)	Chair Rischa Slade
VIII. STA's 1999 Highlights (6:25-6:30 p.m.)	Chair Rischa Slade
IX. CONSENT AGENDA (Any consent item can be pulled for discussion) - Page 65 (6:30-6:35 p.m.)	
A. Minutes of Meeting of December 8, 1999 <i>Recommendation: Approve minutes of the STA Board meeting of December 8, 1999</i>	Stacy Medley
B. Draft Minutes of December 20, 1999 TAC meeting <i>Recommendation: Review draft minutes of the December 20, 1999 TAC meeting</i>	John Harris
C. STA Board 2000 Meeting Schedule <i>Recommendation: Review and approve STA Board meeting schedule and location for 2000 calendar year</i>	Stacy Medley

- D. Revised 1999-00 TFCA Funding Request** Dan Christians
Recommendation: Approve the resolution approving and authorizing the Executive Director to submit to the Bay Area Air Quality Management District revised 1999-00 TFCA projects including: 1.) An additional \$30,000 for the City of Vallejo's Mare Island Shuttle Service (\$50,000 total), 2.) \$10,000 for an electric charger level II unit, 3.) \$16,000 for two electric vehicles for maintenance/supervisor staff; 4.) An additional \$10,000 for Solano Commuter Information's Enhanced Vanpool Program (\$50,000 total); and 5.) An additional \$7,820 towards Solano Commuter Information's Integrated Transit Service Program (\$42,820 total).
- E. Management Consultant Services for Jepson Parkway Concept Plan** John Harris
Recommendation: Authorize Executive Director to enter into contract for management consultant services for Jepson Parkway Concept Plan not to exceed \$36,000 for calendar year 2000 with option for one year extension
- F. Transportation for Livable Communities (TLC) Applications** Dan Christians
Recommendation: Approve letters of support for TLC capital applications of the cities of Fairfield and Rio Vista
- G. Appointment to the Paratransit Coordinating Council (PCC)** Matt Todd
Recommendation: Staff and the PCC recommend the STA Board approve the PCC appointment of Jerry Coy
- H. Deputy Director for Projects** Daryl K. Halls
Recommendation: Authorize Executive Director to provide Deputy Director for Projects with 40 hours of vacation leave
- I. STA's Transportation Acronyms** Matt Todd
Recommendation: Information Only
- J. Sharon Banks Memorial** Daryl K. Halls
Recommendation: Approve donation of \$100 to AC Transit scholarship fund in the name of Sharon Banks
- X. ACTION ITEMS: FINANCIAL**
- A. 2nd Cycle TEA-21/STP/CMAQ (6:30-6:40 p.m.)** Matt Todd
Recommendation: 1.) Approve policy to program Eastern Solano CMAQ funds, 2.) Approve policy to program Low Cost Safety Projects, and 3.) Approve policy regarding mode split for roads/transit for the County rehabilitation program – Page 97

- B. Solano County Comprehensive Transportation Plan** (6:40-6:50 p.m.) Dan Christians
Recommendation: 1. Approve the scope of work for consultant services for GIS mapping not to exceed \$20,000; 2.) Approve the scope of work for transportation consultant services for phase I to prepare certain transportation analyses in the amount of about \$40,000; and 3.) Authorize up to \$3,000 for facilitation services, room rental and other costs for February 4, 2000 STA Board retreat– Page 107
- C. Consultant Services for Project Monitoring Assistance** (6:50-6:55 p.m.) John Harris & Matt Todd
Recommendation: 1.) Authorize Executive Director to enter into contract for consultant services for project delivery assistance for cities of Benicia, Rio Vista and Suisun City not to exceed \$40,000, and 2.) Authorize Executive Director to enter into contract with cities of Benicia, Rio Vista and Suisun City defining funding arrangement and scope of project delivery assistance – Page 111

XI. ACTION ITEMS: NON-FINANCIAL

- A. Future STP/CMAQ Cycles for Solano County – Eastern Solano CMAQ** (6:55-7:00 p.m.) Daryl K. Halls
Recommendation: Forward recommendation to the STA Board to request MTC revise their regional rules and criteria (MTC Resolution No. 3053), pertaining to the allocation of STP and CMAQ funds, to ensure that the allocation of CMAQ funds within Solano County include the non-attainment factors of both the Bay Area Air Basin and the Yolo-Solano Air Basin in determining county bid targets – Page 113
- B. Red Top Slide Project** (7:00-7:05 p.m.) Daryl K. Halls
Recommendation: Authorize Chair to forward a letter of support for Caltrans submittal of the Red Top Slide Project as a candidate project for design sequencing pilot program – Page 115
- C. Consultant for Intercity Transit Plan** (7:05-7:10 p.m.) Matt Todd
Recommendation: 1.) Approve Scope of Work for Intercity Transit Plan, and 2.) Authorize release of RFP for consultant services – Page 117
- D. Draft 1999 Annual Report** (7:10-7:15 p.m.) Daryl K. Halls
Recommendation: Review draft 1999 Annual Report – Page 121

- E. Legislation Report** (7:15-7:20 p.m.) Daryl K. Halls
Recommendation: 1.) Adopt Draft 2000 Legislative Platform for distribution to STA member agencies, regional partners, and Solano County's federal and state legislators, and 2.) Assign responsibility for developing federal and state legislative priorities for the year 2000 to STA's Executive Committee and request list of priorities in conjunction with consideration of 2000 Legislative Platform – Page 147
- XII. Election of STA Chair and Vice Chair** (7:20-7:25 p.m.) Chair Rischa Slade
Recommendation: Elect STA Chair and Vice Chair for 2000 - Page 153
- XIII. INFORMATION ITEMS: NO ACTION NECESSARY**
- A. Distribution of Transportation Needs Assessment Survey**
(7:25-7:30 p.m.) John Harris & Dan Christians
Recommendation: Information Only – Page 155
- B. History and Process for STA Selection of Chair and Vice Chair** (7:30-7:35 p.m.) Daryl K. Halls
Recommendation: Information Only – Page 165
- XIV. FUNDING OPPORTUNITIES** (7:35-7:40 p.m.)
- A. Bay Trail Program** Dan Christians
Deadline: January 21, 2000 – Page 169
- B. Office of Traffic Safety (OTS) Program** Dan Christians
Deadline: January 31, 2000 – Page 171
- XV. BOARD MEMBERS COMMENTS**
- XVI. ADJOURNMENT** (Next meeting: February 4, 2000 Retreat at the Hiddenbrooke Country Club in Vallejo and the next regular meeting on February 9, 2000 at Suisun City Hall).



Solano Transportation Authority

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Agenda Item IV
January 12, 2000

MEMORANDUM

Members: DATE: January 4, 2000
Benicia TO: STA Board
Dixon FROM: Daryl K. Halls
Fairfield RE: EXECUTIVE DIRECTOR'S REPORT
Rio Vista

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

*** Development of a Comprehensive Transportation Plan:**

The Transportation Steering Committee (Steve Lessler, Rischia Slade, and Jim Spering) is scheduled to meet on January 7 to review and finalize the details for the STA Board retreat scheduled for February 4, 2000, 9:00 a.m., at Hiddenbrooke Country Club in Vallejo. At the retreat, the STA Board members and alternates will be asked to provide a vision (including goals and objectives) for the STA's 20 year Comprehensive Transportation Plan. Staff is working with the Subcommittee chairs (Marci Coglianesse-Alternative Modes, Dan Donahue-Transit, and John Silva-Roads and Highways) to schedule the initial meeting for each subcommittee. The first set of meetings will likely be held in late February/through early April.

*** Status of Jepson Parkway Concept Plan (Reliever Route):**

Staff is recommending the STA Board provide authorization to enter into a contract for management consultant services for the Jepson Parkway Concept Plan (Agenda item IX.E). Related to this item, the draft Jepson Parkway Concept Plan is close to being ready for review by the STA Board subcommittee. They are scheduled to meet on January 13, 2000 to review the concept plan and provide comments prior to full STA Board consideration on February 9. An initial working draft was distributed to planning and public works staff for the four agencies (Fairfield, Solano County, Suisun City and Vacaville) located along the route and the Metropolitan Transportation Commission (which helped fund the concept plan). Comments have been received from all five agencies and these will be noted and incorporated into the plan, as appropriate, prior to the January 13 subcommittee meeting. Several comments will need to be reviewed by the subcommittee in order to provide policy direction to the STA staff and the project consultant team.

*** 2nd Cycle TEA – 21 STP/CMAQ/Future STP/CMAQ Cycles for Solano County:**

The remaining policy recommendations pertaining to the allocation of 2nd Cycle TEA 21 STP/CMAQ funding have been agendized for your consideration. In addition, I have agendized a recommendation for STA Board consideration to ensure that the amount of

future eastern Solano CMAQ funds Solano County receives does not adversely affect the amount of Bay Area CMAQ funds. I want to thank STA Board Member Jim Spering for his willingness to pursue a remedy to our future STP/CMAQ allocations with MTC. Also, I want to acknowledge Matt Todd's diligent efforts to keep the STA's allocation process for the 2nd Cycle on track under trying and shifting circumstances.

SEDCORP/Advisory Measure F and SCA 3

The STA is working with SEDCORP to meet with Solano County's Chambers of Commerce to discuss the status of Advisory Measure F projects, the STA's development of the Comprehensive Transportation Plan for Solano County, and the current transportation need. Presentations are scheduled in January with the Vacaville Chamber of Commerce, Vallejo Chamber of Commerce and the Fairfield/Suisun Chamber of Commerce. I am working to schedule presentations for Benicia, Dixon and Rio Vista as well. The next meeting of the Transportation Action Team/SEDCORP is scheduled for February 2, 2000. In addition, I plan to attend a meeting on January 19 in Sacramento to participate in the latest update on SCA 3.

Sharon Banks Memorial

In lieu of flowers or a plaque to commemorate the memorial services for Sharon Banks, Executive Director for AC Transit, the Executive Committee has requested that the STA donate to the AC Transit scholarship in her name.

*** Legislative Platform and Priorities for 2000**

Agendized for your review is a draft of a staff legislative platform for 2000 (agenda item XI.F). I am proposing the STA Board assign the Executive Committee responsibility for recommending legislative priorities for 2000. This should include priorities for federal and state funding priorities. MTC has scheduled its annual legislative trip to Washington D.C. for March 13 & 14.

Attachments:

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

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

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003 -Carquinez Bridge Groundbreaking in March 2000
Capitol Corridor CCJPB, STA	\$5,000	*	\$2,500	-STA processing the TCI grant for obligation by the CTC by 4/2000; revised appraisal completed
Electric Vehicles and Recharging Facilities Program STA	\$5,000	\$80,000	\$0	-Funding allocated for five sites for public electric vehicle charging stations -Construction completion scheduled to occur by 4/2000
Federal Lobbyist STA	\$25,000	*	\$0	-TBD
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Caltrans/STA will hold initial meeting in Jan/Feb 2000 to kick off MIS study -Monitor SHOPP funded projects under the STA Project Monitoring Program; construction scheduled to begin summer 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-Project fully funded - 35% plans complete -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Funded by Caltrans. Construction scheduled for 2003-04 -STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects
Jepson Parkway - Corridor Concept Plan and Implementation STA	\$15,000	\$30,000	\$0	-Concept Plan underway and scheduled to be completed January 2000; Board review scheduled in 2/2000 -EIS scheduled to begin April 2000
Intercity Transit Plan - Implementation STA	*	*	*	-Ongoing - plan to be updated this year as part of Comprehensive Transportation Plan; Scope of Work will be reviewed by the Board 1/2000
Mare Island Access Study Vallejo	*	*	*	-Study initiated - to be complete Spring 2000
Marketing STA	\$15,000	*	\$289	-Funding approved by the STA Board 10/99; Scope of work being prepared
Miscellaneous Project Development **	\$24,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development - to be allocated at mid year budget review
Project Monitoring Program - Consultant Assistance Benicia, Rio Vista, STA, Suisun City	\$10,000	\$30,000	\$0	-Scope of work and MOU completed -RFQ distributed - consultant interviews set for 1/6/2000
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Monitoring mitigation efforts by Caltrans -Congressional summit held 12/17; draft PSR released -Submitted for SHOPP funds
SEDCORP Breakfast STA	\$1,000	*	\$1,000	-November 10 SEDCORP event addressing transportation issues, event completed
Solano Bike Route Plan - Implementation STA	\$15,000	*	\$7,235	-Plan initiated in September 1999, scheduled to be completed in Spring 2000 as part of Comprehensive Transportation Plan
Solano Transportation Plan - Implementation STA	\$10,000	*	\$2,249	-Funds reprogrammed to the Solano County Comprehensive Transportation Plan 10/99
Travel Safety Study - Implementation STA	*	*	*	-Projects recommended in the plan were programmed with cycle 1 TEA-21 funds; projects must be obligated by 9/2001
Vacaville CNG Facility Vacaville	*	*	*	-Design process underway (90% plans complete), construction expected to be completed by July 2000
TOTAL	\$125,000	\$140,000	\$13,272	

* No funds allotted at this time

\$265,000

** \$1000 transferred to SEDCORP Breakfast on October 13

priority proj list
1/4/00

Blue print for area traffic scrutinized by residents

By Mark Simborg
DAILY REPUBLIC

11/9/99

SUISUN CITY — Local residents and policy makers engaged in a "visionary" discussion Wednesday night about how transportation planners should address the soaring growth projected for Solano County.

It was the only meeting the Metropolitan Transportation Commission will hold in the county as part of its touring of the nine-county region to solicit public input for its "Blueprint for the 21st Century."

The blueprint, which Suisun City mayor and MTC board member Jim Spering conceived, is intended to find comprehensive, regional solutions to the Bay Area's ever worsening gridlock.

"I think most you know we have tremendous (funding) shortfalls," Spering said at the meeting's onset.

"The blueprint is visionary. Think in terms of 'if money becomes available, what kind of projects would you like to see in Solano County.'"

Suggestions ranged from building tollways to getting rid of carpool lanes to expanding ferry service.

"I'd like to see land-use planning linked with transit," Fairfield resident Marilyn Farley suggested.

But it may take more than good planning to stop the Bay Area from skidding into a wall of traffic.

Solano County is expected to grow 36 percent, more than any other county in the Bay Area, by the year 2020.

"By any measure, we're not keeping up with projected growth in the region," said Chris Brittle, MTC planning manager.

As part of the Blueprint process, MTC staff are trying to decide which mode of transit has the most potential to pull the Bay Area out of its traffic hell.

Right now, they are looking at three main options:

■ **Expand train service:** This would include extending BART and Caltrain, and adding more Capitol Corridor routes. Estimated cost would be \$8 billion.

Traffic From Page One

■ **Build a rapid bus system:** This would be a network of new inter-city bus routes and bus-only lanes to accommodate sprawl.

Solano County is not listed as one of the priority route expansion areas. Estimated cost is \$6 million.

■ **Expand ferry Service:** An MTC plan would expand ferry service in Vallejo and various East Bay cities. Another plan proposed by a group of San Francisco business leaders called the Bay Area Council calls for a complete ferry commuting network going as far

south as Moffett Field. That's a \$2 billion plan, the MTC plan would be \$4 million.

The MTC will release a report in March, summarizing public input from the nine counties.

Also on Wednesday, the Solano Transportation Authority board voted unanimously to ask Caltrans to finish widening the Interstate 680 interchange with Interstate 80 a year earlier than planned to accommodate an anticipate increase in traffic from the new Benicia-Martinez bridge.

Transportation officials look at the future of Solano County

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

Bay Area transportation officials say they have funding to maintain systems but none to create new ones or expand old ones.

"More than 80 percent of 20-year expected revenues are devoted to maintenance and sustenance," MTC Senior Planner Doug Kimsey said.

With studies estimating that Solano County is likely to absorb about one-third of the Bay Area's growth over the next ten years, officials are starting to look for new money.

At the same time MTC officials are drawing up a master blueprint to decide how they might spend the money if they had it.

The extensive wish list will be called the Bay Area Transportation Blueprint for the 21st Century. Solano County citizens are invited to give their input at a public meeting at 7 p.m. Wednesday at Suisun's City Hall.

Some future transportation projects that are candidates for

the list include light rail on the Carquinez and Benicia-Martinez bridges; more express buses to Napa, Contra Costa and Alameda counties; additional ferry service; and expanded rail service on the Capitol Corridor.

"This is really the first time we've done something like this. What makes the timing important is local initiatives that may come up next year," Kimsey said.

Solano County business and transportation officials have discussed putting a sales tax initiative out to a vote of the people to help pay for new projects.

They have been watching a proposed constitutional amendment (SCA3) that would decrease the required percentage of votes for such an initiative from two-thirds to one half.

If it passes they want to be poised for action.

Five Bay Area counties have sales tax revenues in place to help fund transportation projects. One-half cent sales tax initiatives have recently been defeated in Sonoma and Marin counties. They are expected to come up again if SCA3 passes.

To raise the taxes counties may also have to come up with an expenditure plan authorized by the voters.

Solano County's MTC representative, Suisun Mayor Jim Spering, said the meeting planned for next week is designed to get the public behind any new transportation plans.

"We've identified a range of projects and several approaches we might take if new funds were available. We want to share them with members of the public, get their opinion and see with what kind of reception they are met with. It also helps to inform the debate that may take place over some of these local measures," said MTC spokesperson Jim Curley.

New taxes are among a long list of funding ideas being considered to support new projects that could keep people moving and traffic flowing around the Bay Area.

For more information call MTC at 510-464-7787, e-mail info@mtc.ca.gov or check out the MTC web site at www.mtc.ca.gov

Solano to lead Bay Area growth

In brief

Agency predicts county will post highest percentage gains in both jobs and population.

By John Scheibe/Staff Writer

Rep. Al Hogg

Officials at the Association of Bay Area Governments once again have peered into their crystal ball and see a bright, prosperous and more crowded future for Solano County in the next 20 years.

In the rates of both population

and job growth, Solano County is projected to outpace all eight other Bay Area counties, according to an ABAG report released on Friday.

Another 146,100 people will live in Solano by the year 2020 if the ABAG forecast is correct, giving the county a population growth rate of 36 percent, or a total of 547,400 inhabitants.

Even more impressive is Solano's 63 percent projected rate of job growth. This means Solano will have 81,270 more jobs within the next 20 years, according to the report.

"This just shows once again that Solano is making very good progress in maintaining sustainable economic development," said

Mary McCarthy, president of the Solano Economic Development Corp., on Friday following the release of the report.

McCarthy said the county's present era of growth began in the 1980s when families and others began moving to Solano in search of more affordable housing.

■ See Solano, Back Page

Solano to lead Bay Area growth ...

■ Continued from Page 1A

Shopping malls and other commercial centers followed, she said. Then it was the industry's turn, which brought higher-paying jobs to Solano.

McCarthy said industries have included the bio-engineering firm of Genentech in Vacaville and Inter-Health, a food and vitamin supplements firm, which moved to Benicia this year.

McCarthy said Solano's industrial growth has been so great that it has exceeded even ABAG's projections during the past four years.

She said Solano has every reason to be bullish about future job growth.

Reasons include the county's proximity to major universities, including two University of California campuses; one in Davis and one in Berkeley, and the county's supply of land, which is abundant compared to other Bay Area counties.

During the coming decade, Fairfield is projected to lead other Solano cities in population growth and the number of employed residents, adding another 25,500 inhabitants, 15,300 of whom are projected to have jobs. Vacaville comes in second during the same period, with 17,400 more people. Out of these, 11,500 are projected to be employed. The remainder of the 17,400 includes children, the retired and the

unemployed.

The ABAG report also contains other good news for Solano, ABAG spokeswoman Michelle Fadelli said on Friday.

For example, high property prices in the Silicon Valley have led to the dispersal of high-tech industry to different pockets around the Bay Area, including the city of Vallejo, according to the report.

Fadelli said much of the high-tech industry coming to Vallejo is expected to set up shop on Mare Island, once home to a U.S. Naval shipyard. Thousands of workers lost their job with the 1996 closure of the base.

Solano County Supervisor Duane

Kromm said the ABAG report provides even more evidence that the county and its cities must work on a regional and collaborative growth plan.

"The real key in Solano County is going to be incorporating this kind of development into our cities without the loss of more farmland," Kromm said.

Kromm said Solanoans will have to come to some sort of consensus not only on where all of its new inhabitants will live but on how they will get back and forth to work and where they will go for recreation.

"To me it makes sense that all of these additional jobs be accompanied

by more housing located in and near our downtowns, where in theory people will be able to not only walk to work, but to the theater or the train station," Kromm said.

For county Supervisor Bill Carroll, Solano cities and the county will need more financial help from the state "if we are going to adequately address all of this growth."

"How successful we will be will, to a great extent I think, depend on what the state actually does and what kind of help we get from it," Carroll said.

Other counties included in the study were Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Napa and Sonoma.

REPORTER

Editorial

Brighter horizons

Job growth finally will outpace population

The annual forecast for jobs and population done by the Association of Bay Area Governments reinforced what planners have known for years: Solano County will be a magnet for both, outpacing the growth of the other eight neighboring counties.

Overall, the population of the nine-county Bay Area will grow by a million people in the next 20 years. But for the first time, the number of jobs in the region will grow at an even pace. For every new body, ABAG predicts there will be an employment opportunity.

Between now and 2020, Solano County will experience the highest rate of population growth, 36 percent. But the better news is that job growth, 63 percent, nearly will double that figure.

The Vacaville-Fairfield job market will be one of the most dynamic in the region, topped only by San Francisco, Santa Rosa, Oakland and Fremont.

Before anti-growth and

population control troops begin mustering at the borders to repel the newcomers, the study's authors quickly note that the growth rates are lower than what the region has seen in

recent years. There is no cause for alarm, according to Paul Fassinger, the research director for ABAG who conducted the study. Most cities and counties can accommodate the extra people within their planned growth areas.

Another 146,000 people will be added, but over the next two decades. That's only about 7,300 citizens a year in the seven cities of Solano County, or about 1,000 people per city.

The good news, of course, is that we are on a path to add more jobs at a faster pace than we are adding people. More than 71,000 jobs will be added. That's about one job for every two people added.

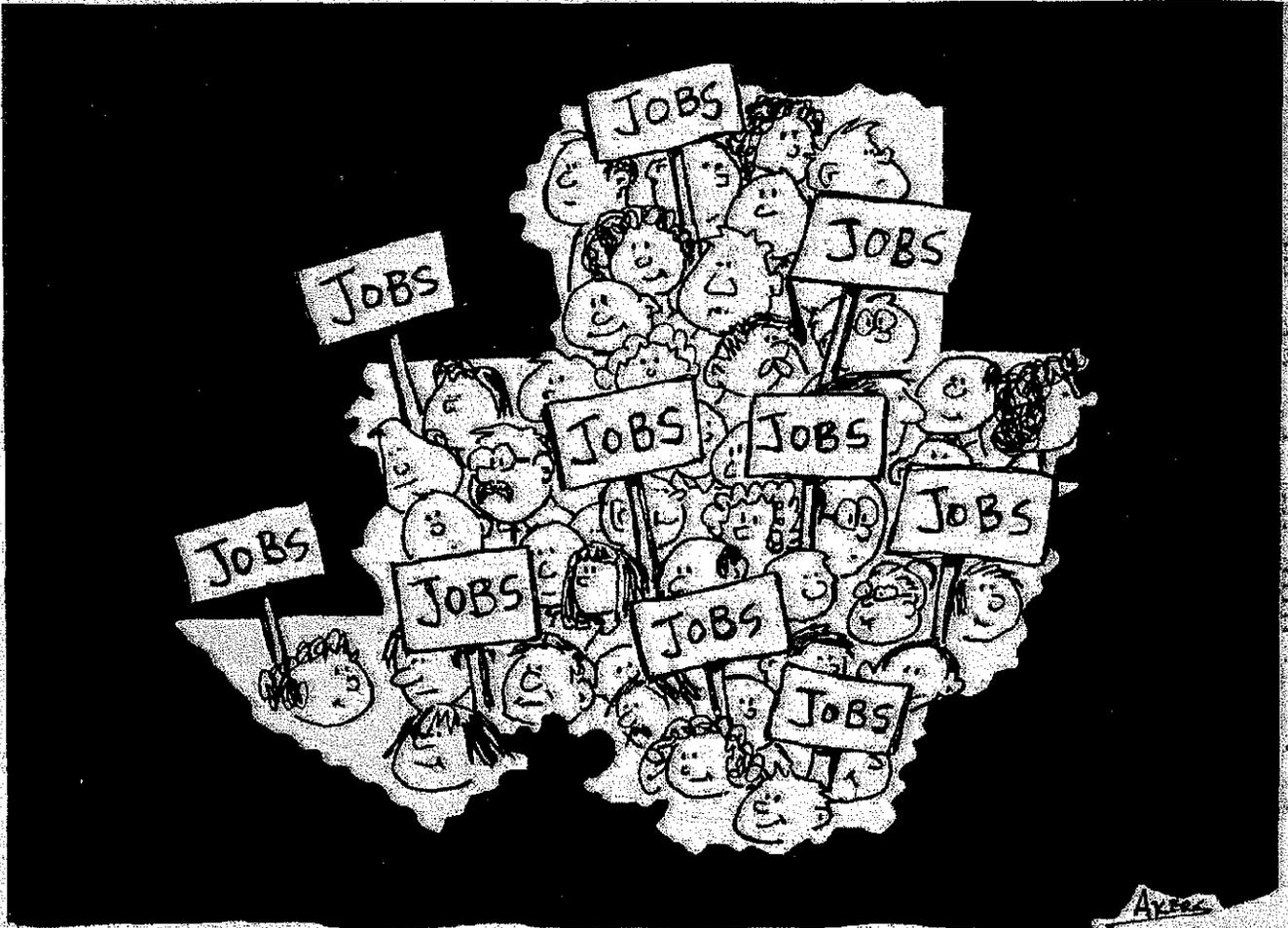
And that also means the jobs-to-housing ratio in our cities will become much healthier.

“

Another 146,000 people will be added. That's only about 1,000 people per city per year.

”

Akers



SOLANO YR 2020

More jobs, homes and prosperity

• Solano's affordable land woos firms

By John Scheibe/Staff Writer

Rep. 12/7/99
Jobs and more jobs are projected for Solano County over the next 20 years, according to an Association of Bay Area Governments report released last week.

While the rate of job growth Bay Area-wide is forecast to be 27 percent between now and the year 2020, ABAG projects Solano will have 63 percent more jobs over the same period.

Paul Fassinger, ABAG's research director, credits a number of factors for Solano's stellar

projected job growth rate.

They include the county's abundant supply of land relative to the rest of the Bay Area. Then there is its strategic position, being located near two leading University of California campuses — Berkeley and Davis — and the urban centers of Sacramento and the Bay Area.

"The other factor making the Solano County region so attractive to companies . . . is its affordable housing," Fassinger said.

The Solano city projected to have the biggest

■ See **Affordable**, Back Page

• Officials skeptical of ABAG forecast

By Mike Adamick/Staff Writer

Solano County is expected to have 48,000 new homes in the next 20 years with about 11,050 of those in Vacaville, according to a report released Friday by the Association of Bay Area Governments.

That means new home construction in Vacaville would increase by about 550 units each year for 20 years, if those projections hold true.

Vacaville has procedures, according to city officials, to ensure that fundamental services —

like fire, police, transportation and water — are provided to residents as the city continues to grow.

Though the debate about where and when to grow and by how much will escalate in coming months as the city considers executive housing plans, there is one constant in the arguments: It is tricky to predict how a city will grow.

"I really don't put a lot of stock in their projections," said Vacaville City Councilwoman Pauline Clancy, who added the association "has

■ See **Officials**, Back Page

How will Solano grow?

Solano County Projections

Industry	1990	1995	2000	2005	2010	2015	2020
Population	339,471	370,700	401,300	450,300	481,700	514,800	547,400
Persons Per Household	2.88	2.94	2.97	3.03	3.02	2.98	2.96
Employed Residents	162,219	164,600	155,600	212,200	234,300	257,200	280,000
Mean Household Income	\$54,400	\$54,400	\$60,400	\$64,800	\$67,900	\$71,700	\$75,000

Total Jobs

	1990	1995	2000	2005	2010	2015	2020
Benicia	11,330	11,500	12,470	13,340	14,450	15,140	15,600
Dixon	4,040	4,190	5,030	7,250	7,900	8,200	8,520
Fairfield	40,700	42,700	43,950	47,430	53,980	64,730	73,070
Rio Vista	1,850	1,950	1,980	2,550	3,030	3,440	3,790
Suisun City	3,900	4,620	5,060	6,430	9,260	10,320	10,930
Vacaville	22,220	25,360	26,470	32,100	36,160	38,890	41,860
Vallejo	38,550	32,530	33,610	38,750	45,010	49,300	53,260
Remainder	1,000	800	940	1,020	2,170	3,050	3,750
Solano County	123,590	123,650	129,510	148,370	171,960	193,970	210,780

Total Population

	1990	1995	2000	2005	2010	2015	2020
Benicia	24,453	26,700	27,500	28,500	29,000	29,400	30,100
Dixon	10,638	12,900	15,800	19,100	22,600	26,800	30,800
Fairfield	79,424	90,000	100,600	117,000	126,100	138,200	149,700
Rio Vista	3,496	3,900	5,100	9,500	14,200	18,300	22,200
Suisun City	23,568	25,900	27,900	30,400	31,300	31,900	32,400
Vacaville	71,661	83,300	93,600	105,100	111,000	117,600	123,900
Vallejo	112,469	116,200	118,700	127,400	133,400	138,100	142,800
Remainder	13,761	11,800	12,100	13,300	14,100	14,500	15,500
Solano County	339,471	370,700	401,300	450,300	481,700	514,800	547,400

Source: Association of Bay Area Governments

Reporter graphic

Affordable land key to growth ...

■ Continued from Page 1A

number of new jobs is Vallejo, with 11,400 more jobs over the next 20 years. Fairfield places second with a projected 10,030 more jobs. Vacaville finishes third with a projected 9,690 new jobs.

Vacaville's economic development director, Mike Palombo, said he expects many of the city's new jobs will be located around its industrial park in the northeast part of the city.

Palombo said while Vacaville has been successful at attracting manufacturing-type jobs, he expects more office-type jobs in the future, including high-skills positions for software programmers and others.

"Bringing these jobs to Vacaville is one of our goals," Palombo said.

Joe Lucchio, Fairfield's economic development project manager, said he agrees with ABAG's overall projections, even if at times "they tend to be a little optimistic."

"They always tend to be a slightly high," Lucchio said.

Lucchio added, however, that he expects Fairfield will tend to lead Solano in job growth during the next two decades.

Lucchio credits Fairfield's projected rate of high job growth to a number of factors, including a lot of hard work by city officials.

Then there's the strong economy and what Lucchio said is Fairfield "being in the right place at the right time," something he said is key to any successful business.

Another bright spot for job growth is Mare Island in Vallejo, where thousands of workers lost their jobs in the early and mid-1990s because of the closure of a U.S. naval shipyard there.

Fassinger said ABAG projects a number of companies, especially high-tech firms, will call Mare Island home during the next 20 years.

"Mare Island has a lot of available land and its location is also superb," being situated on San Pablo Bay, Fassinger said.

Gil Hollingsworth, who works as a con-

version program manager for Mare Island, said he expects the island will add 10,000 new jobs by 2020.

That compares favorably to the 9,500 or so jobs lost because of the closure of Mare Island's Navy base.

Hollingsworth said he expects a lot of the new jobs on Mare Island will be "high-tech or intellectual jobs."

He pointed to the recent move of a medical school — Touro University — from San Francisco, where land is much more expensive, to the more affordable Mare Island, as an example of the trend he is expecting. Hollingsworth said Touro University so far has invested more than \$12 million in its Mare Island facility.

Solano added about 32,800 new jobs during the 1980s, for an average annual job growth rate of 3 percent, according to ABAG.

During the next 20 years, however, Solano is forecast to have 81,300 more jobs, according to ABAG.

Officials skeptical of projections ...

■ Continued from Page 1A
never been correct since I've been on the council."

She said the city has ways to make sure residents are provided with services.

"We are not going to just let people come in here and build, build, build," said Clancy. "If we stick with about 700 (new homes each year) we'll be just fine."

The City Council recently revised its planned growth ordinance to clear some bureaucratic hurdles for developers. It will allow no more than 750 homes to be ready for construction at one time, except for next year, because some building

permits were grandfathered into the new system.

There are also areas in the city that have development agreements, which means new homes must pay their own way to meet infrastructure requirements.

The City Council is expected to hear more information in January about executive housing plans, but there are no details as to how many homes are expected to be built in the project. Already, the project has met opposition because of its possible location in northwest Vacaville.

The recent projections

regarding new home construction are higher than the rate of growth seen throughout the 1990s. The city has issued an average of 439 building permits each year this decade, compared to the yearly average of 1,248 seen in the 1980s.

"I try not to take those (ABAG) numbers too literally," said Vacaville City Manager John Thompson. "They are projections based on estimates using guesses."

With the new homes come new people.

Vacaville's current population is 89,400, and it is expected to rise to 111,100, according to

the association. That includes the two state prisons.

The estimate for the number of people living in each home varies from year to year.

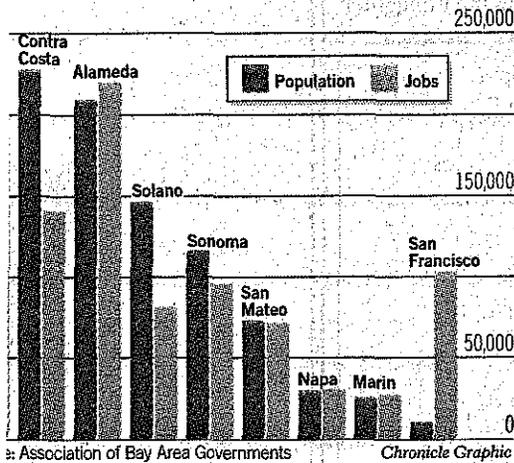
For instance, in 1990 the average number of people in each household in Solano County was 2.88, according to the association.

The estimate for 2000 is 2.97 people per household. The household size in 2005 is expected to be 3.03. It is then expected to drop to 2.96 by 2020.

"Ultimately, the pace of development in Vacaville will be determined not by ABAG, but by the city councils," Thompson said.

ING AND WORKING IN THE BAY AREA

dy being released today projects the number of new
ents and new jobs in each Bay Area County over the
20 years.



S.F. Expected to Lead Boom In Bay Area Jobs by 2020

By Christopher Heredia
Michael Cabanatuan
and Angélica Pence
CHRONICLE STAFF WRITERS

The Bay Area's population will grow by 1 million people in the next 20 years and the economy will produce a nearly equal number of jobs, with San Francisco gaining more jobs than any other city in the region, a study released today predicts.

But as the Bay Area's steaming economy

continues to crank out jobs and attract more people, experts say, the region's housing supply will not keep pace, forcing tough decisions on land use and housing.

The Association of Bay Area Governments' projections, compiled every other year, forecasts economic and demographic trends in the region's nine counties and 101 cities.

Between now and 2020, the report projects:

- San Francisco will gain the most new

jobs of any city — 102,800 — but San Jose will be a close second — with 99,420 — followed by Santa Rosa, Fremont, Oakland and Fairfield.

- Santa Clara County will gain the most new residents (261,000) and the most new jobs (231,000), but Solano County will have the highest rate of population growth at 36 percent and the highest rate of job growth at 63 percent.

- The Bay Area's population will grow

► **REPORT: Page A10 Col. 1**

S.F. Expected to Lead Bay Job Boom by 2020

► REPORT

From Page 1

from 6.9 million to 8 million people, while jobs will increase from 3.7 million to about 4.7 million.

■ The number of households will increase by only 400,000, to 2.8 million.

Paul Fassinger, ABAC's research director, said that although the projected growth rates are lower than what the region has seen in recent years, they still underscore the need for regional planning.

Fassinger, however, said the growth projections are not cause for alarm. Cities and counties, he said, can accommodate the extra people within their planned growth areas.

"Current general plans have ideas of where to put the infrastructure for growth over time," he said. "You won't have to give up regional parks or protected open space."

The report shows that growth over the next two decades will be spread around the Bay Area. Of the six cities expected to grow the most — San Jose, Fairfield, Oakland, Santa Rosa, Dublin and San Ramon — five are in different counties. And of the top 10 cities ranked for job growth — San Francisco, San Jose,

Santa Rosa, Fremont, Oakland, Fairfield, Santa Clara, Pleasanton, Alameda and San Ramon — six are in different counties.

A county-by-county comparison shows Santa Clara County will grow by 261,400; Contra Costa by 227,100; Alameda by 209,000; Solano by 146,000; Sonoma by 115,900; San Mateo by 72,700; Napa by 29,300; Marin by 25,000; and San Francisco 9,800.

Jobs will grow by 231,000 in Santa Clara County; 219,550 in Alameda; 140,590 in Contra Costa; 102,800 in San Francisco; 95,580 in Sonoma; 81,270 in Solano; 71,460 in San Mateo; 30,110 in Napa; and 27,000 in Marin.

"As technology is moving more toward telecommunications, software and the Internet, high-tech jobs are moving beyond the Silicon Valley to places like Pleasanton, Dublin, Livermore and Emeryville," Fassinger said. "It's going to take action over time by government officials to deal with some of the problems this type of growth engenders."

Joe Canciamilla, chairman of the Contra Costa County Board of Supervisors, agreed. Canciamilla, who has advocated limiting growth to within city boundaries, said regional

planning is a must.

"This kind of an increase in population simply reinforces the need for planning to occur beyond the limits of each city," he said. "As the area develops, the Bay area is changing. It's no longer the traditional nine counties. Now it includes parts of Sacramento County, San Joaquin County, even points beyond that."

Solano County Supervisor Skip Thompson said his county is well prepared for growth, having already adopted planning limits that restrict growth to cities.

John Landis, professor of city and regional planning at the University of California at Berkeley, said there is plenty of room in the Bay Area to fit the additional people, "provided they go in the right places."

"With the exception of Santa Clara County, there is plenty of room," Landis said. Cities like San Jose will have to make more land available for housing and find more effective ways to redevelop urban cores, he said.

The projections come as little surprise to those who work in Silicon Valley, which has been wrangling with a population boom for years.

An estimated 261,400 new resi-

dents will move into Santa Clara County in the next two decades — the biggest increase in the Bay Area. Likewise, the county will gain the most new jobs of nine counties.

David Vossbrink, a spokesman for San Jose Mayor Ron Gonzales, said the study's findings appear to back up what government officials have been expecting.

"We've been trying to cope with these issues for a long time," Vossbrink said. "It's not something that can be solved overnight."

The extension of BART to the South Bay and an attempt to build affordable housing along transportation corridors will help, he said.

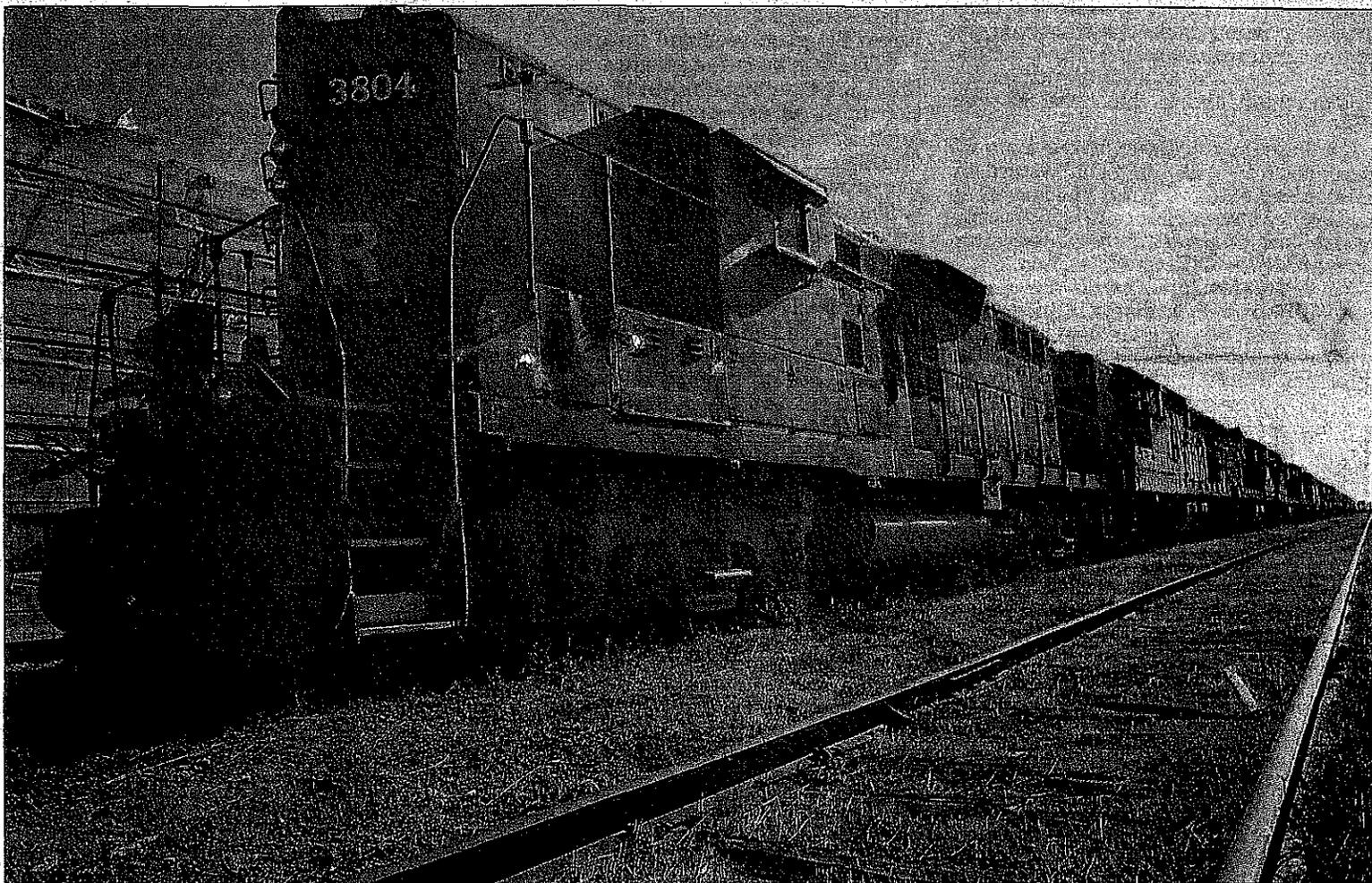
The report also shows that:

■ The Asian/Indian population in the Bay Area is estimated to increase from 15 percent to 27 percent, the Latino population will go from 15 percent to 24 percent and the white-non-Latino population will decline from 61 percent to 41 percent.

■ The birth-to-age-4 group is expected to increase by only 6,600 while the over-65 age group is projected to increase by 719,000 people, an increase of almost 90 percent.

'There's an awful lot of tonnage being converted from rail to road.'

— Donald Edmisten, transportation supervisor for state's PUC



Gary Goldsmith/DAILY REPUBLIC FILE

Above, Northwestern Pacific Railroad engines sit idle at the Schellville yard last November, as truck traffic increases along Highway 12; below,

Lack of rail repair money means more rigs on roads

By Mark Simborg
DAILY REPUBLIC

12/3/99

FAIRFIELD — Claustrophobic drivers may want to avoid Interstate 80 and Highway 12 these days.

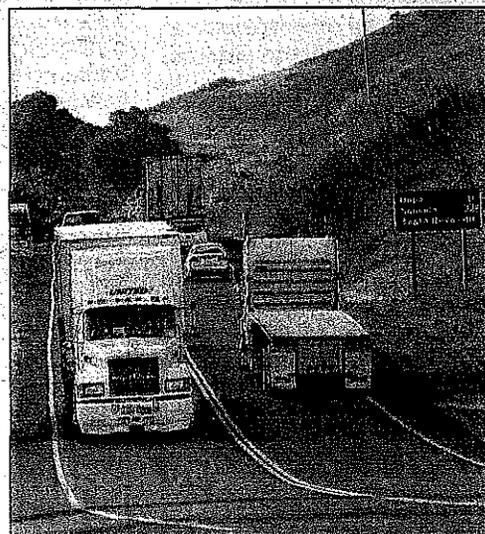
Since Northwestern Pacific Railroad closed down a little more than a year ago because of track deterioration, big rigs carrying lumber and gravel loads normally shipped on the line have swarmed the county's highways.

Truck-involved accidents are up, and the state Department of Transportation has turned I-80 between Cordelia and Vacaville into a late night construction show, working on up to three lanes at once in an unprecedented repaving project.

Financial hold-ups continue to delay repair of the Northwestern Pacific, and things could get even worse.

In a cost-saving effort, Napa County

See Rail, Page A8



Judith Segami/DAILY REPUBLIC

decided earlier this month to stop sending its garbage to Washington state on the Northern Pacific Railroad, and instead truck it to Contra Costa County.

These trucks — about 300 per week, according to rail officials — will likely use Highway 12 through Jameson Canyon, or Highway 29 through Vallejo to get to interstate highways that feed Contra Costa.

"There's an awful lot of tonnage being converted from rail to road," said Fairfield resident Donald Edmisten, who has tracked Northern California's rail problems since 1983 as part of his work as a transportation supervisor for the California Public Utilities Commission.

Edmisten commutes every day to San Francisco.

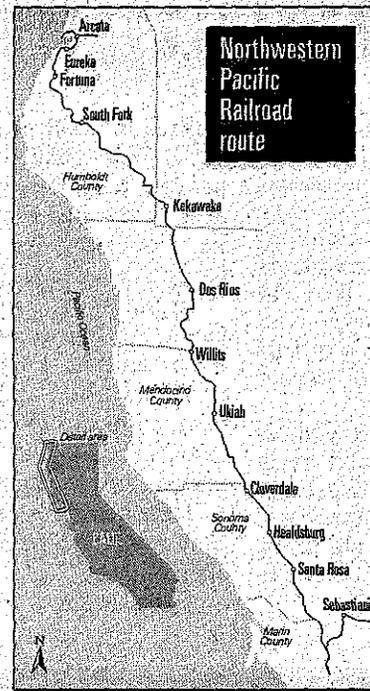
"Your biggest obstacle getting over I-80 now is your big rigs," he said. "It's just a parade. You can only put so much tonnage on a highway before there's no more room for it."

Cordelia resident and local weatherman Mike Pechner drives Highway 12 often. He has followed Northwestern Pacific's problems closely, attending the monthly meetings held by the line's owner, the North Coast Rail Authority.

"It's going to be a mess," he said of Highway 12 congestion. "That thing backs up every morning anyway."

The Northwestern Pacific is a major transporter of lumber and gravel from Humboldt County.

The line runs from near the California-Oregon border to Lombard, just south of Sonoma,



Kim Durbin/DAILY REPUBLIC

where it connects with the California Northern Railroad. The California Northern connects with the Union Pacific railroad in Suisun City, and the Union Pacific stretches south to Los Angeles and east to Sacramento.

Last November, the Federal Railway Administration ordered the 300-mile line to stop running. Landslides, combined with decades of neglect that rail authority officials attribute to a lack of federal help had made the line a hazard.

The closure fed an additional 75 big rigs daily into Northern California's highways, according to rail officials. (The line held

25 cars of freight. It takes three trucks to carry the equivalent of one carload).

Since then, the authority has hired a private contractor to begin fixing the line, busted crossing signals and all, from the south up.

But repair money has stalled. The state Office of Emergency Services and the Federal Emergency Management Association promised \$11.4 million in June. Officials on both sides of the transaction have been tight-lipped about why the money hasn't been released.

"It should be released soon," said Max Bridges, NCRA executive director. "There has been some kind of glitch with FEMA and OES."

Bridges said he had a "positive" meeting with federal officials on Wednesday.

Up to \$4 million is for work already done, Bridges said. The contractor will not continue until it receives that.

The NCRA had hoped to open the line up to Petaluma by the end of the year but "that's looking less likely," Bridges said.

An additional \$20 million is still needed to repair the entire line. The federal government has promised to pay \$8 million.

The NCRA board hopes to open the entire line by the end of next year.

Meanwhile, local highway patrol officers and residents will have to deal with an ever-worsening truck traffic problem.

"It's been really noticeable the last six months," Fairfield California Highway Patrol Lt.

Jim Weddell said, "It's not only trucks, it's cars, too."

Between last December and June, there was nearly twice as many truck-involved accidents on Highway 12 and the Solano County portion of I-80 — 81 total — as there was in the same period the year before, according to CHP records.

But if this is because of increased traffic, it can't be blamed on the Northwestern Pacific's closure, Weddell said.

"I don't think you can attribute it to the railroad or anything, else," he said. "The increase on (Highway 12) is probably because of the new industrial parks."

Regardless, weight and rubber are eating up the pavement.

Last month, Caltrans crews started repaving three lanes on each side of I-80 between Cordelia and Vacaville.

It's the largest single rehabilitation project in the history of the interstate, said Don Kiser, Caltrans' maintenance manager for Solano, Sonoma, Napa and Marin counties.

"This is a major project," he said, "We've certainly spent more than what we would expect on this type of section."

The age of I-80 has as much to do with its poor state as the traffic, Kiser said.

Napa County's new arrangement starts in March, promising more road wear and congestion.

"The environmental disaster that this could cause — not only the pollution, not only the traffic..." Pechner said. "It could be immense."

New council can make a fresh start

There are times in life when one must look the other way, forget past deeds, move ahead.

This is one of those times.

On Tuesday the newest members of the Vallejo and Benicia city councils will be sworn in.



For Vallejo under returning mayor Tony Intintoli, it could be the beginning of a new era — one of progress, forward thinking, revitalization and teamwork.

We're hoping it is all that. In fact, we're demanding it.

It's not too much to ask. Our most recent council was seemingly as dysfunctional a group as one could elect. Its first two years seemed fairly uneventful, but the last two years were a total distraction.

Any good they accomplished was often overshadowed by their bickering.

This new council has a chance to accomplish a lot more in a lot less time with a lot less acrimony. Led by Intintoli, a proven consensus builder, the council can not only undo a lot of the bad will created by their predecessors, they can lead Vallejo into the next millennium from a position of strength.

Mare Island re-use. Waterfront development. Downtown revitalization. Improving our city's image. Improving our city's public schools. Taking care of our infrastructure (a politician's term for streets, trees, and overall maintenance). Making our city a safe place to live and work.

The plate's pretty full. And we think we will have the council in place to tackle this daunting task. It won't be easy. Nothing worth doing or having ever is.

At this point, the Vallejo City Council needs the support of the residents of Vallejo. We'll do our best to support them as well, at the same time making sure we don't compromise our promise to you, our readers, to keep you informed of what's taking place in city gov-

ernment fairly and accurately.

We'd like to see the new council begin in a position of positive thinking. Let's let them do their jobs. Let's put aside any petty differences we might have with them on a personal level and put what's best for the city of Vallejo — and all of its residents — first.

Basically, this council needs a little honeymoon, and we're willing to give it to them. We should all be willing to give it to them.

While the new council will have its hands full, it should not be overlooked that, despite the occasional feuding, Vallejoans owe a debt of gratitude to those who are leaving. We didn't always agree with Mayor Gloria Exline, Foster Hicks and Ray Martin, but we never questioned their commitment to the city they love. All gave countless hours trying to better the community and we salute them in their final hours on the council.

Meanwhile, in Benicia, what appeared to be a relatively calm time in the city's history suddenly was sent into uncertainty with the recent Exxon-Mobil refinery merger.

Questions about potential layoffs, unchecked expansion, and the city's biggest revenue producer have cast a serious shadow over the city's future.

Those issues, coupled with the ongoing open space debate and the affordable housing wrangling, make what was once a relatively calm situation a potentially volatile one.

And much like Vallejo, the new Benicia leadership needs our patience and help as its heads into the next millennium under newly elected mayor Steve Messina. Outgoing Mayor Jerry Hayes and Councilmembers Jan Cox-Golovitch and Steve Gizzi, who will be leaving the council, often tangled, but they also always put Benicia's best interests first. We can only hope the newly constituted Benicia council shares their passion for the city they were elected to serve.

Know your representatives

Solano County

Board of Supervisors

Barbara Kondylis, 1st Dist. Vallejo
John Silva, 2nd Dist. Benicia-Vallejo
Duane Kromm, 3rd Dist. Fairfield
Bill Carroll, 4th Dist. Vacaville
Skip Thomson, 5th Dist. Dixon
Old County Courthouse
580 Texas St. Fairfield
(707) 421-6100

Vallejo City Council

Mayor Gloria Exline
Vice Mayor Joanne Schivley
Councilmembers Dan Donahue
Foster Hicks, Ray Martin, Pamela Pitts and Pete Rey
City Hall, 555 Santa Clara St.
(707) 648-4575
E-mail: juliae@ci.vallejo.ca.us
Web page: <http://www.ci.vallejo.ca.us>

STA vote could help alleviate I-80 gridlock

By Mark Simborg

DAILY REPUBLIC

FAIRFIELD — Interstate 680's connection with Interstate 80 near Cordelia is notorious for its rush-hour gridlock.

On Wednesday, the Solano Transportation Authority may make an important move in alleviating the gridlock before it gets considerably worse.

The STA board will vote on a resolution to ask Caltrans to finish its I-80 interchange widening project at least a year earlier than planned, in time to accommodate an increase in traffic from the new Benicia-Martinez bridge.

"It's something we've been talking about with (Caltrans)," said Daryl Halls, STA executive director. "They

Evening traffic jams usually stretch a half-mile back from the I-80 interchange. Motorists have taken to using side streets through Cordelia neighborhoods, angering many residents.

agreed that when the bridges are open it would increase the delay at the interchange."

Increase, it more than two-fold, according to Fairfield transportation officials.

An additional 500 cars will flood the interchange during rush hours, said Morrie Barr, assistant director of public works for Fairfield.

"Right now the bridge acts as a metering point, only so much traffic can get through," Barr said. "When the

new bridge is finished, the bottleneck will be alleviated so that many more cars will come through."

The \$385-million project broke ground in July and is scheduled for completion in June 2003. A new span will be built across the Carquinez Strait from Martinez to Benicia, east of the existing span. It will carry five lanes of northbound I-680 traffic. At the end of the bridge, two of those lanes will veer off to Interstate 780.

The old span, currently three lanes

in each direction, will be four lanes, all southbound. An additional lane will be available for two-way pedestrian and bicycle traffic.

The project was supposed to start in 1997, but was delayed by a dispute with Union Pacific, which owns an adjacent railroad bridge over the span's location.

Average daily traffic across the Benicia-Martinez Bridge has increased 33 percent in the last 10 years, according to Caltrans.

Evening traffic jams usually stretch a half-mile back from the I-80 interchange. Motorists have taken to using side streets through Cordelia neighborhoods, angering many residents.

The Metropolitan Transportation Commission plans to re-route 680 fur-

ther west to merge with Highway 12, but right now that project is way down on the funding priority list.

The addition of the merging lane, a one-year project, is fully funded but not scheduled to start construction until 2003.

Bumping the project up a year is possible, said Katie Yim, project manager with Caltrans.

"It looks doable at this point but we're still trying to get all the information together," she said.

The STA meets 5:30 p.m. Wednesday at the Suisun City Hall Council Chambers, 701 Civic Center Drive.

A special public meeting about traffic congestion will follow the regular meeting.

Bus routes balanced for efficiency

By Mike Adamick
Staff Writer

In response to route evaluations and rider surveys, the city of Vacaville will retool its bus routes on Jan. 3, striving to make City Coach easier for those who use it, according to transportation officials.

For instance, it takes about five minutes for riders from the Leisure Town area to reach appointments at Kaiser Permanente Medical Offices, but it takes 45 minutes to get home because of a longer return route.

That route will be reconfigured beginning Jan. 3 to make it about a five-minute trip each way, according to Trent Fry, transit coordinator with the Department of Public Works.

Evaluating what areas need bus routes — and what areas do not — is a perpetual struggle of providing public transportation.

"Every time you go into one area, you take away from another area," Fry said.

Each year, the city creates 10-year transportation plans, evaluating what services are needed. Fry said the routes are studied and rider surveys are conducted.

"We ask what they think of the service, and we consider all the input and how we can improve their service," Fry said. "One of the problems we have is servicing areas of low ridership."

Two years ago, the city stopped looping the fixed routes to the North Orchard and Browns Valley areas. There were not enough riders to support the routes, said Fry.

Still, there are trips in the morning and afternoon into Browns Valley for students. Fry is working to get a new bus route schedule to schools by the winter break because the routes will be different when the students return to school next year.

"We've broken up some routes," Fry said. Currently, there are five routes. On Jan. 3, there will be eight routes.

Fry said longer routes were broken up into smaller routes to make for shorter trips.

There are seven large City Coach buses, with five operating at a time and two used for backup.

Schedules of the new routes are being printed and will be released in coming weeks, said Fry.

Anyone who wants more information can call 449-6000.

'Van pooling' developed

By Mike Adamick
Staff Writer

When the city of Vacaville receives two new 13-seat paratransit buses, a new program called subscription van service will be enacted, allowing neighbors to car pool to work or students to get a ride home from sporting events.

The city will receive the buses, possibly by February, through a federal program that earmarks their use for disabled and elderly services through the city's current paratransit service.

The new buses will free up one current paratransit bus for the new subscription service.

To participate, people will need to call at least 48 hours in advance and have a minimum of four riders within a two-mile radius of one another.

They must all be going to the same location at least four days in a row, said Trent Fry, transportation

coordinator with the Department of Public Works.

The fee will be \$1.50 each way.

One-way trips also will be available.

The service was going to take effect in January, but because of problems delivering the buses, it appears the service will start in February. There was a fire at the bus production factory, said Fry.

Co-workers who live near one another can use the new service as an easy way to travel to work, said Fry, who also said that students who need rides from sporting practices may find the service useful.

"We are always looking at ways to improve services in town," Fry said. "Vacaville is kind of unique when you compare it to other communities because a good portion of folks have their own transportation."

For information about the new service call 449-6000.

12/8/99



Rick Roach/The Reporter

City Coach makes a stop on its Nut Tree route near VacaValley Hospital on Tuesday. The city plans to expand its routes.

12-10-99

Capitol Corridor route gains another round-trip

By Mark Simborg
DAILY REPUBLIC

FAIRFIELD — A seventh round-trip will be added to Amtrak's Sacramento-Oakland Capitol Corridor route in February.

The trip leaves Oakland at 3:30 p.m., stops in Suisun City at 4:40 p.m. and arrives in Sacramento at 5:30 p.m. The reverse leaves Sacramento at 8 p.m., stops in Suisun City at 8:48 p.m. and arrive in Oakland at 10:15 p.m.

The service will start Feb. 13, 2000, and was voted in by the

Capitol Corridor Joint Powers Board on Wednesday.

"The way it worked out, it will make it easier for people in the Fairfield-Suisun area to use on a regular basis," said Richard Silver, president of the Rail Passenger Association of America, a rail advocacy group. "A couple of these minor changes and this one train can easily add 800 new riders to the service."

The board rearranged the schedule of some trains out of San Jose and extended one route to San Jose. It also

See Trip, Page A8

Trip From Page One

decided to cut the service to Colfax because of a lack of ridership. Come Feb. 13, the northern end of the line will be 30 miles south of Colfax, in Auburn.

"The ridership coming out of that Colfax area is very low and it's hard to justify it," said Jim Spering, Suisun City mayor and a JPA board member. "You've got to put the service where the people are going to use it."

This is the third Oakland-Sacramento round-trip added to the service in the past year.

Capitol Corridor ridership has increased 21 percent since November 1998.

The line's increasing popularity could bode well for getting the money needed to achieve the board's goal of 10 round-trips.

"When you look at the success we're having, it really shows well for Sacramento," Spering said. "It puts us in a strong position."

12-12-99

Commuters develop a one-track mind-set

By John Scheibe/Staff Writer

Hop aboard a Capitol Corridor train and leave your commuting cares and cars behind.

That is what Tyron Jordan and a growing number of other area commuters are discovering.

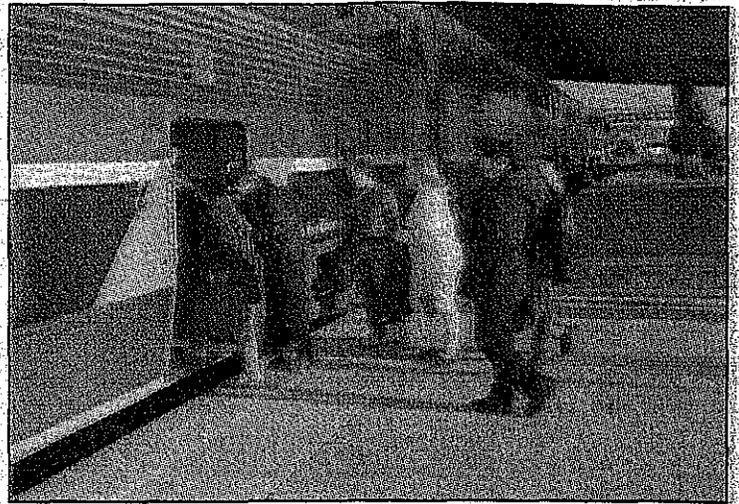
"I take it every day to get to work in Sacramento," said Jor-

dan, as he stood at the Fairfield-Suisun train station on a recent morning awaiting the train. "It's not only very convenient but a very relaxing way to get to work," said the Fairfield man.

Matt Ciaschini of Napa agrees.

Ciaschini parks his car in the train station's Suisun park-

■ See **Commuters**, Back Page



Passengers board an Amtrak train in Suisun heading south.

Commuters enjoy the ride ...

■ Continued from Page 1A
ing lot, then hops aboard the train for a relaxing ride to Davis away from Interstate 80, which he said is becoming more and more choked with cars every day.

Ciaschini said the train service not only cuts his commute time in half, but offers him a chance to study while riding toward Davis.

"I've been riding the train a little over a year, and I'm really happy with it," said Ciaschini, who is studying to get a master's degree in business administration at the University of California, Davis.

Officials with the Capitol Corridor train service report an 18 percent increase in ridership in the year that ended on Sept. 30.

"This is very good news because it underscores the market potential for the service," said Steve Cohn, who chairs the Capitol Corridor Joint Powers Authority, which oversees the service.

In fact, ridership has increased so much that Capitol Corridor officials decided to add a seventh round trip to the Sacramento-Oakland corridor starting in February.

Capitol Corridor managing director Eugene Skoropowski credits the increase in ridership to a strong economy, which has brought more people to the greater Bay Area needing to get to and from work.

"Add in the higher land and real estate prices in the Bay Area, and it's not surprising that more people are moving to

places such as Solano County to live while keeping their jobs in the Bay Area," said Skoropowski of the train service, which links the city of Auburn to Sacramento, Davis, Fairfield-Suisun, Oakland and San Jose.

Fairfield resident Kevin Costello takes a Capitol Corridor train to get to his doctor's office in Oakland.

"Sure it's convenient, and great. I only wish they had more trains running daily," said Costello as he waited at the Fairfield-Suisun station for a train to Oakland.

Once aboard, passengers can sit back and enjoy the scenery as the train winds its way toward Oakland, past the scenic Suisun Marsh, across the Suisun Bay and south down the west side of San Pablo Bay and San Francisco Bay.

Some will stop by the train's snack and drink bar, where they may be helped by Elfi Gilford, a longtime Amtrak employee who works aboard one of the Capitol Corridor trains.

"We're getting more and more regular riders, although it's very difficult to get people out of their cars," said Gilford as she stood behind the snack bar's counter.

Gilford said while the trains do their best to run on time, sometimes other factors intervene to delay the trains.

"Sometimes the train has to stop because someone has dumped a refrigerator along the track, or maybe the drawbridge is up because a ship is passing through," Gilford said. "We on the trains have absolutely no

Ticket prices for the Capitol Corridor train service between:

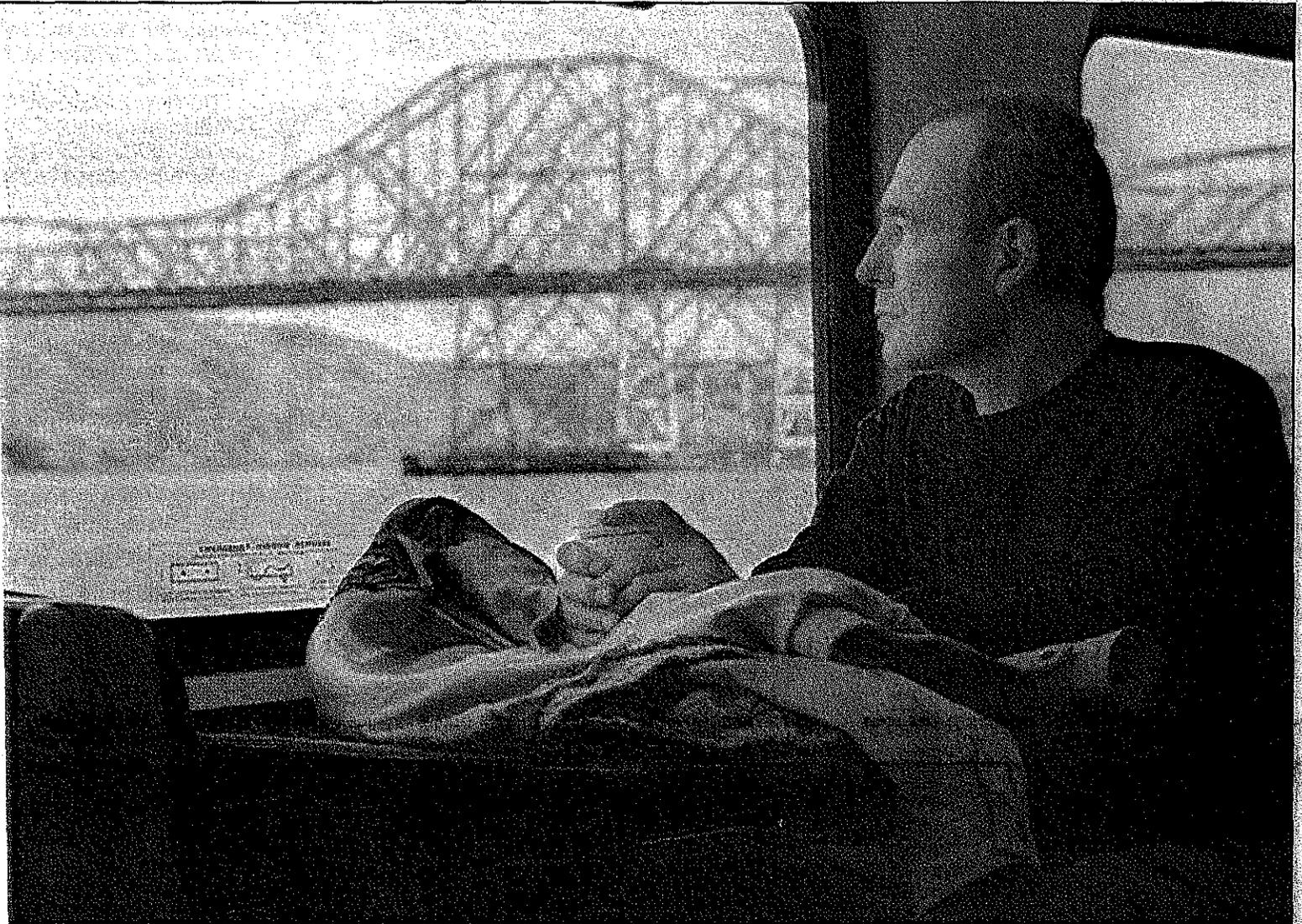
- Suisun/Fairfield and Oakland
round-trip: \$20
unlimited rides one-month pass: \$157
- Fairfield/Suisun and Davis
round-trip: \$14
unlimited rides one-month pass: \$115
- Fairfield/Suisun and Sacramento
round-trip: \$18
unlimited rides one-month pass: \$155

control over these things."

Skoropowski said problems along the track are bound to decrease as Amtrak police and other local law enforcement agencies increase their patrols of the tracks.

And then there is the increasing number of train trips, which Skoropowski said will serve to clear the tracks for other trains using the tracks.

A TASTE FOR TRAINS



Reporter photos/John Karuzas

Commuter relaxes and enjoys the scenery as the Capital Corridor train makes its way along the Auburn-to-San Jose route.

Capitol Corridor ridership grows

By John Scheibe/Staff Writer

What Eugene Skoropowski witnessed on a train trip from Sacramento to his Oakland office symbolizes what he said is public's growing love affair with trains.

"This man was talking over his cell phone, telling his wife how he didn't believe how wonderful the train service was," Skoropowski said.

It's a love affair that Sko-

ropowski, managing director of the Capitol Corridor train service, said is born more out of necessity than anything else.

For starters, the days of massive freeway building are long gone, Skoropowski said.

Look at what has happened to California's freeways and highways since 1964. While traffic along these roadways has increased threefold during the past 35 years, the amount of new roadways has gone up only 10 percent, according to the Silicon Val-

ley Manufacturing Group. The group deals with regional transportation, housing, environmental and land-use issues in the Santa Clara region.

And while the public/train love affair may be in its infancy, Skoropowski said it is bound to grow, as freeways become even more snarled with traffic, turning many into little more than parking lots.

"Already you are seeing proof that more and more people are getting out of their cars and

See **Capitol**, Back Page

“
Already you are seeing proof that more and more people are getting out of their cars and on trains.

Eugene Skoropowski

Capitol Corridor ...

■ Continued from Page 1A

on trains. All you need to do is look at the increasing ridership on the Capitol Corridor," said Skoropowski, referring to the 18 percent increase the company has seen during the past year.

He said ridership has increased to the point where passenger fares now pay for about a third of the \$17 million it costs to run the service annually.

The state of California subsidizes the rest of the service, he said, adding the public often has complained in the past about such subsidies.

"But that's only because they haven't used the trains that much."

As the public's use of trains increases, they will complain less about subsidies, he said, adding there is no transportation system in the world that is not subsidized to one degree or another.

"Freeways are also subsidized," he said. "Yet we don't hear the public complaining that much about it, because they use it a lot more."

Skoropowski said opposition by environmentalists and the public at large, combined with sky-high construction costs, are reasons why the days of massive freeway building are over.

In fact, transportation dollars go much farther when they are invested in building train tracks than freeways.

The reason is you can move a whole lot more people more efficiently in less space on a train than you can on a freeway, he said.

A booming economy in the Bay Area and elsewhere only has served to increase rail ridership, he said.

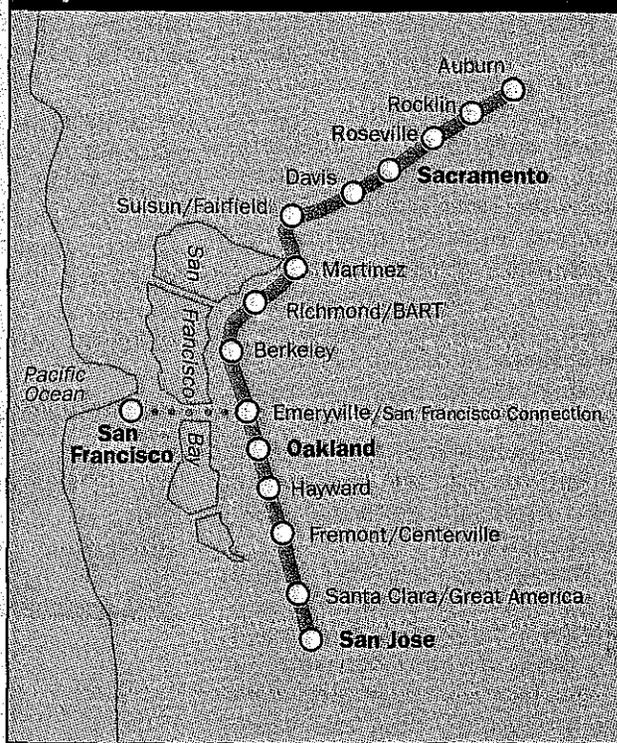
The economy has served to drive up real estate prices in the Bay Area — which already had one of the most expensive real estate markets in the nation — even higher.

The super-high-priced real estate market has led to many workers being unable to afford to live in the Bay Area, said Richard Silver, president of the Rail Passenger Association of America, a rail advocacy group.

Silver said in their desperation to attract workers, a growing number of companies are paying workers to commute by train to work. And they are paying for their train fares as well.

Meanwhile, Skoropowski said officials have installed electrical outlets along every seat of the

Capitol Corridor



Capitol Corridor trains, allowing riders to plug in their laptop computers and work while they ride.

A growing number of transportation officials, including Skoropowski, predict train ridership only will increase.

Skoropowski predicts someday a train operating at speeds of more than 180 mph will roar between the Sacramento/San Francisco region and the Los Angeles/San Diego corridor. The cost for such a service is estimated to cost about \$25 billion.

Such trains are common in parts of Europe, including Belgium and France.

Meanwhile, he said, California will continue to add incrementally to existing train services such as the Capitol Corridor.

While the service will have seven round trips a day between Sacramento and Oakland, Skoropowski said the goal is to have a train leave every hour on the hour.

"When we provide even more trips, and a higher speed of service, we'll attract even more riders," he said.

Board OKs draft plan for rail system

DE 12/16/99

The Associated Press

FRESNO — An initial plan for a \$25 billion, 700-mile rail system that would link Northern and Southern California with trains running at up to 220 mph won approval from a state board Wednesday.

Now comes the hard part: getting the Legislature and governor to sign off on the project.

"I think we can all be proud, but let's celebrate after we get the funding," Michael Tennenbaum, the California High-Speed Rail Authority's chairman, cautioned other members after the board approved the plan 5-0.

Legislators and Gov. Gray Davis could raise the \$25 billion by boosting the state's 7¼-cent sales tax one-quarter cent next year, the board's draft plan says.

However, the board recommended a go-slow approach, seeking \$25 million next year for initial environmental studies and engineering.

Two lawmakers, state Sen. Jim Costa, D-Fresno, and Assemblyman Dean Florez, D-Shafter, expressed optimism that they can convince legislators and the governor to approve funding for the project's first phase.

The real test will come in a

few years when legislators and the governor have to decide whether to proceed with the costliest part, construction, said former Sen. Jim Mills, D-San Diego, a board member.

By then increased congestion on the state's highways and at its airports may make the need for a fast rail system more obvious, he said.

The authority hopes to finish the bullet-train network by 2016.

The draft plan calls high-speed rail a logical next step in meeting California's transportation needs in the next century and notes the successful use of such trains in Europe and Japan.

An express train ride between San Francisco and San Diego would take about 3½ hours. San Francisco travelers headed for Los Angeles could get there in 2½ hours.

Train tickets would cost significantly less than airfare, and travel times would be comparable to taking a plane, when getting in and out of increasingly crowded airports is considered, the board's plan says.

The authority estimates the system would carry more than 42 million riders and generate nearly \$900 million a year in revenue.

State board puts high-speed rail on fast track

In brief

If it's approved by the governor and Legislature, the plan must be funded.

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be comparable to taking a plane, when getting in and out of increasingly crowded airports is considered, the board's plan says.

The authority estimates the system would carry more than 42 million riders and generate nearly \$900 million a year in revenue, including more than \$300 million in profits.

The report says the revenue estimates were conservative assumptions that were developed by experts using "state-of-the-art techniques" and extensive market research.

Despite the profit projections it would take a substantial investment of government funds to build the system, according to the report.

Commuter information service may become part of STA

BH 12/10/99

By Nathan Salant
ASSISTANT EDITOR

The Board of Supervisors voted provisionally Dec. 7 to place Solano Commuter Information, the county's transportation referral service, under the auspices of the Solano Transportation Authority.

Supervisors voted 4-0 to approve the conditional transfer, which was recommended by county staff as more appropriate than continuing to have the county

Transportation Department operate the referral service.

District 4 Supervisor Bill Carroll abstained from the vote, taken at the board's regular meeting in Fairfield this week.

Approval of the transfer was conditioned on approval of SCI funding for next year by the regional Metropolitan Transportation Authority and on agreement with the county employee labor union on the fate of SCI employees, who would lose their civil service protections under the change. MTC is

not expected to vote on SCI funding until March.

Supervisors will take another vote on the transfer next year if all agreements are worked out.

Funding for SCI, which answers thousands of calls yearly from county commuters, comes from the MTC's annual allocation of federal ride-sharing dollars and the STA's annual allocation of federal air quality money. SCI's five-year contract with MTC ends in August.

The service offers information

about public transportation service in Solano and referrals to carpools and vanpools. No county money is used for SCI.

Commuters can access SCI services at 1-800-535-6883. The STA is an independent agency with its own board of directors.

"We're at the point where SCI ought to go off to the transportation authority because it serves the entire county and not just the unincorporated areas," said John Gray, the county's transportation director. "We're anticipating that MTC will

renew the contract with SCI, only this time it will be with the STA as opposed to the county."

Six percent of Solano's 165,000 commuters use public transit and some 40,000 participate in carpools and vanpools, according to SCI manager Elizabeth Richards. More than 100,000 daily commuters drive alone.

"It's a responsibility that was under the county government but it's a countywide transportation program — the program works with the transit operators in cooper-

ation with the Solano Links program — it's got efforts of a collaborative nature beyond just providing the ride-sharing," said Daryl Halls, the new STA director. "This was obviously something that had been discussed prior to my being here but when I reviewed it, it made a lot of sense. Having SCI as part of STA provides another resource for encouraging transit ridership."

SCI also handles ride-sharing

See STA, page A12

STA

Continued from page A1
referrals for Napa County.

"There is a consensus amount County and STA staff that the mission and focus of SCI is a better 'fit' with the STA than with the County and that transfer of the pro-

gram would benefit both STA and SCI," said the staff report submitted to supervisors on Dec. 7.

The STA board approved the transfer at its Nov. 10 meeting.

Richards said a representative from the county employees union told supervisors that the transfer raised worker-rights issues, because SCI's four employees currently are unionized county civil

servants but would lose that status if their agency is placed under the STA. The STA is non-union and workers would become at-will employees, she said.

But Richards also said SCI employees would be given an opportunity to back out of the deal and be transferred to other county jobs if they do want to work for STA.

12-11-89

Reliever route critics steer democratic road

By Mike Adamick
Staff Writer

At 5 p.m. July 4, Vacaville resident Ernie Tufft called for the formation of Families for Healthy and Safe Neighborhoods.

In just five months, the community group changed the face of transportation in Vacaville and throughout the Bay Area.

"We were upset that the project was considered a done

deal," said Ted Bynum, a spokesman for the group that now oversees Vacaville's portion of the Interstate 80 reliever route.

The trouble began in May.

Residents near Leisure Town Road learned of a plan to create a six-lane thoroughfare on the other side of their backyard fences. The I-80 reliever route would run from Vacaville to Suisun City, passing through

See Reliever, Back Page.



Cliff Rolland/The Reporter

Ted Bynum (left) and Ernie Tufft led the push for route changes.

From Page One

Reliever route critics voice satisfaction ...

Continued from Page 1A
town on Leisure Town Road.

Residents feared that excess traffic could produce noise, pollution and safety hazards that would throttle their property values and quality of life.

They already were perturbed with the noise of trucks rumbling down the road 24 hours a day.

"It shakes our homes," said Tufft. When plans to widen three bridges on Leisure Town Road arose early this year, residents rallied, opening months of negotiations that finally concluded with a compromise.

Residents feared that the safety improvements on the bridges could become the building block to the six-lane reliever route.

The grumbling turned to action.

In his back yard at a neighborhood barbecue — "It was exactly 5 p.m. July 4," he said — Tufft called on his neighbors to join forces and fight the widening of the road behind their subdivision.

They did.

Through fliers, community meetings, door-to-door petition drives and the Internet, residents rallied.

Tufft's neighbor, Bynum, became the group's spokesman, voicing strong opposition to the reliever route and crafting guidelines for future construction of new lanes on Leisure Town Road.

Captains of neighborhood blocks walked the area, collecting signatures for a petition that more than 800 people eventually signed. Tufft set up a

table outside his home for people to sign the petition.

Bynum, who travels the country as a finance consultant for the California Teachers Association, communicated with Tufft via e-mail. When Bynum traveled, Tufft would speak in his place at council meetings.

"We were not alone, though," Bynum said, noting entire subdivisions rallied around the issue and fought for changes.

"It's definitely brought us closer together with neighbors," Bynum said.

After dropping a plan to loop the reliever route deep into county land, the city, with the support of the group, finally settled on creating a buffer between the homes and the road by shifting the road about 30 feet to the

east. Families for Healthy and Safe Neighborhoods said it would consent to widening three bridges for safety improvements, but the group did not agree to a six-lane road.

The city dropped the number to four lanes.

The group asked that the city ban large trucks that have no deliveries to make in Vacaville from using Leisure Town Road.

The city did, forcing those trucks from other cities and counties to find alternate routes through Vacaville.

"We got kind of heady with the democratic process," Bynum said.

Those behind the reliever route eventually conceded that the road is being built as an alternative route for

local residents and should therefore meet the needs of local residents.

Bynum said city staff worked well with neighbors to craft a compromise. "They are to be lauded for their efforts," Bynum said.

The city doesn't have enough money to build the reliever route yet. Construction is still years away, according to city officials.

Bynum and Tufft said the neighborhood group will follow the process, making sure residents in the area benefit from the roadway.

"You hear so much about how the government is bad," said Tufft. "But we're the government. You can't make it work if you don't take responsibility for the change."

Solano County gains 11th park-and-ride lot

By Don Harness
Staff Writer

Rep 12/3/99

When a Dixon Read Ride bus cut through a red ribbon Thursday, a newly dedicated park-and-ride lot became tied to other commuter-assisted efforts between Sacramento and the Bay Area.

After Dixon, Solano County and Caltrans officials posed with the long ribbon at the Market Lane park-and-ride, Dixon's first, Read Ride driver Vicki Jacobs drove the bus through the colorful strip.

The action officially opened the lot of 89 parking spaces. Eight daily stops will be made there by the CityLink bus service between Fairfield and Davis.

"It's the 11th park-and-ride lot in the county," said Daryl Halls, executive director of Solano Transportation Authority. "It provides (commuter) linkage all the way from the Bay Area to Sacramento County."

Halls also noted there are 260 van pools in Solano County,

of which 23 originate or pass through Dixon. Dixon Mayor Don Erickson said the lot will be a regional asset.

"This is to be used by people who want to take advantage of the diamond (commuter) lane to San Francisco," he said.

"This is our first link; the second link will be (a site) at B Street and Jefferson downtown."

Erickson noted that the project resulted from the efforts of several people and included assistance from the city of Fairfield.

After the ceremony, Dixon City Manager Warren Salmons said the lot will become part of the area commute pattern and "help our citizens get where to go."

He credited Public Works employee Janet Koster for being dedicated to see the project through to completion since first applying for grant money for the lot in 1992.

Total cost of the project was \$553,000, paid for from state and federal grants.

Park-and-ride lots have some capacity

Reporter Editor: 12/12/99

Maybe I spoke too soon. Having lived and worked in Vacaville for the last 11 years, I am not a commuter, so I did some investigating of our park-and-ride lots.

Over several days at various times, ranging from 7:30 a.m. to 2 p.m., I went to our two park-and-ride lots. The results: The newer lot was indeed hard to locate a parking spot although I'm sure if I got there earlier I would have found one.

The second lot had four to six cars parked there and over 80 empty parking spots during all visits. This lot is certainly centrally located with very easy eastbound Interstate 80 onramp and (while a little harder) westbound access as well. This lot is located at the end of Cliffside Drive and behind the bus station, so if your listening, please try harder. The shopping centers are still not the place for commuters to park.

D. Hutson
Vacavill

Road could be built through Nut Tree site

By Mike Adamick/Staff Writer

~~_____~~ DR 12/15/99
The Vacaville City Council approved Tuesday the potential purchase of land on the Nut Tree property to create a road through the heart of the city's former landmark.

The road would link Nut Tree Road to Browns Valley Road and initiate the first infrastructure project in a series that eventually will cost \$10 million.

The exact dimensions of the acquisition will be determined following a report by the city engineer, according to Ron Rowland, director of community development. Once that is complete, the city will close the deal on the purchase.

The city plans to use \$500,000 in traffic impact fees, which are paid to the city by developers, to buy the strip of land needed for the new road. The city will share the cost of the new road with the developers of

the Nut Tree.

The road, which will bring traffic into the Nut Tree property and also will provide a new through-route for residents, is just part of a series of incentives the city used to propel development on the site's 120 acres.

The city also has plans to construct a four-lane overcrossing at Nut Tree Road and Interstate 80, reconfiguring East Monte Vista Avenue and constructing new freeway ramps, said Rowland.

"These improvements would cost well in excess of \$10 million," Rowland wrote in a report to the City Council.

A new baseball stadium is under construction on the site of the former Nut Tree, which closed in 1996. Nut Tree developers have plans for a pedestrian promenade that will feature specialty shops. A small-scale amusement park also is being sought for the property.

12-15-99

Bus system subsidies to MTC today

By Nathan Salant
ASSISTANT EDITOR

Benicia Transit's operating subsidies for the current fiscal year passed their final hurdle last week before a final vote today by the Metropolitan Transportation Commission.

The city's request for \$658,200 in state subsidies for Benicia's bus and paratransit service was approved unanimously by the MTC's Programming and Allocations Committee on Dec. 8.

The allocation is scheduled to be voted on by the full commission in Oakland.

TDA money comes from California's sales tax and is distributed by the commission to all transportation agencies in the Bay Area.

Benicia Transit provides bus service linking downtown Benicia with Vallejo and the Pleasant Hill BART Station and linking Southampton with Pleasant Hill BART. The city's door-to-door paratransit service, Dial-A-Ride, also is considered a part of Benicia Transit operations.

Both services are operated by Eaidlaw Transit Services of Fairfield under a contract with the city.

In a report to the Programming and Allocations Committee, MTC staff said Benicia Transit's request for subsidies met all applicable requirements and recommended approval of the allocation.

According to the report, the subsidy for regular fixed-route bus service should be increased by \$19,000 to \$565,000 for fiscal year 1999-2000 while subsidies for paratransit service should rise by \$29,000 to \$300,000.

"There are no service changes in FY 1999-2000 and Benicia Transit's fixed-route expenses are estimated to increase an inflationary 3.4%," the report said. "Paratransit costs are estimated to increase by 10.4% due to anticipat-

See Buses, Page A3

Buses

Continued from Page A4
ed increases in demand for the service."

The report also said the city would be receiving \$45,000 in Transit Development Act funds to pay for a new paratransit van.

Finance Director Alan Nadritch, who doubles as Benicia's Transportation Director, was not available for comment yesterday.

Bus and paratransit service are available in Benicia between the hours of 5 a.m. and 8 p.m. Monday through Friday and 8 a.m. and 7 p.m. on Saturday.

For schedules and other information about bus services, call 745-0815. For reservations and information about Dial-A-Ride, call 748-0808.

Interstate 80 slide threat at Red Top studied

In brief

Slide could close freeway, leaving 92,000 vehicles to find another route each day.

By John Schelbe/Staff Writer

Rep.
(12.18.99)

Solano County's umbilical cord to the Bay Area lives in the shadow of tons of mud, rock and dirt near the Red Top Road area west of Fairfield.

The big fear, of course, is that all of this material could one day slide down upon Interstate 80. It could create massive headaches for untold thousands of commuters, truckers and others, and

lead to big economic losses both for the county and much of the Bay Area, according to Rep. Mike Thompson, D-Solano.

"Should this portion of I-80 give way, it would be devastating," Thompson said during a meeting in Fairfield on Friday to address what is being done to stabilize the slide, known as the Red Top Slide.

An estimated 92,000 vehicles use that

portion of I-80 each day, according to Caltrans. Much of this traffic would have to be rerouted to other already overburdened highways and freeways, including Interstate 680 and Highway 12, said Fairfield City Councilman Steve Lessler, one of several Fairfield city officials present at the meeting.

While the potential for the Red Top Slide to close I-80 remains a big worry

■ See **Interstate 80**, Back Page

Interstate 80 slide threat ...

■ Continued from Page 1A

for many, Caltrans officials assured attendees on Friday that the agency has a well-developed plan to keep the freeway clear.

For starters, the agency uses a satellite positioning system to constantly monitor the land in the area of the slide. The slide measures a little less than a mile in length and about a half-mile in width, said Skip Sowko, a Caltrans engineer.

Sowko said Caltrans also has dug wells in the area. He said pumps pull underground water up from the wells and away from the slide, thus lessening the chances that the earth could come loose and pour onto I-80 in avalanche fashion. The water is then dumped into American Canyon Creek, which runs along the southern edge of I-80.

Interstate 80 was built right over the slide. Sowko said the part of the slide that threatens I-80 is located north of the freeway.

He said Caltrans has kept a close eye on the slide following the torrential rains of early 1998, when El Nino dumped more than

40 inches of rain on the area.

"The good thing is that the slide is moving at a glacial pace," Sowko said.

Thompson and other officials queried Sowko about whether using wells to drain water from the slide is the best way to keep it stable.

Sowko said it was, adding that Caltrans has studied other alternatives, include removing tons of earth from the top of the slide, thus decreasing the downward pressure on the slide. But he said removing earth from the Red Top Slide might unleash other adjacent slides that are now dormant.

"We don't think this is a good solution to the problem," he said.

Another issue addressed at Friday's meeting was what to do about McGary Road, a frontage road that runs along the southern edge of I-80 around the Red Top area.

The unstable earth there has created many cracks and holes along McGary Road.

Fairfield City Manager Kevin O'Rourke said the city of Fairfield, which has juris-

diction over the road, was forced to close it off with a fence after a bicyclist was killed recently while riding over the dangerous road at night.

O'Rourke added that Fairfield city officials are under pressure from a number of groups, including the California Highway Patrol and bicyclists, to reopen the road. CHP officials say the road is important to them because it could serve as an alternate or emergency road should I-80 become blocked. And bicyclists want use of it since it is the only road they can use to travel between Fairfield and Vallejo.

"The problem is the city has no money to fix the road. Otherwise it would have been done," O'Rourke told attendees, adding the city of Fairfield would very much like federal or state funding to fix the road.

Attendees agreed on Friday to hold more meetings to not only study how the Red Top Slide can further be stabilized but what can be done to reopen McGary Road.

Officials meet to discuss Red Top risks

By Mark Simborg
DAILY REPUBLIC

(12.18.99)

FAIRFIELD — A huge mass of land is shifting around and underneath Interstate 80 near the Red Top Road exit, and officials met Friday morning to discuss what to do about it.

The landslide off Red Top Mountain that last year cracked the interstate and buckled a segment of McGary Road, forcing its closure, has not moved in a year, said Skip Sowko, office chief of the state

Department of Transportation's engineering services.

Nevertheless, Fairfield officials are waiting for money to fix McGary Road, and they remain wary of Caltrans' plans to keep the slide stable.

"As long as Interstate 80 keeps moving, McGary Road is going to keep moving," Mayor George Pettygrove said. "I don't think there's an easy out or quick fix here."

Fairfield officials asked Rep. Mike Thompson, D-St. Helena, to

organize the hearing with Caltrans, which was open to the public and held at the Paradise Valley Gold Club. Fairfield council members, public works employees, Solano Transportation Authority officials, Caltrans engineers, and Federal Emergency Management Agency officials attended the meeting.

In the end, officials decided to form a Red Top Road slide committee to meet regularly to discuss

Heavy storms in 1997 started the slide near Red Top Road, which is actually an entire chunk of the mountain's south face and is 230-feet deep in place, according to Caltrans.

See Red Top, Page A6

Red Top From Page One

the issue.

Meanwhile, they'll wait and see what winter brings.

Heavy storms in 1997 started the slide, which is actually an entire chunk of the mountain's south face and is 230-feet deep in some places, according to Caltrans.

In his presentation, Caltrans geologist David Heyes compared the slide to a dry-docked ship: If

enough water inundates the dock, the ship will float away.

Last year, Caltrans geologists set up an intricate siphoning system to draw water out of the slope. At the meeting, they said that although they cannot ensure anything, that system should continue to keep the slide stable.

"We've now got a handle on the geometry and what we

think needs to be done," Sowko said. "Obviously, we don't know everything."

Thompson and Fairfield council members laughed when Caltrans officials said traffic would be re-routed through Highway 12 in Jameson Canyon in the case of an I-80 closure.

"You can't get through there now," Thompson said.

Public Works Director Ron

Hurlbut pressed Caltrans to restore McGary Road.

The costs of keeping I-80 open could far exceed \$40 million, he said.

"We're essentially playing Russian Roulette with Mother Nature," he said.

More siphoning wells will be drilled at the end of 2001 or in 2002, Heyes said.

12-16-97

Officials looking at Red Top Mountain stabilization efforts

By Mark Simborg
DAILY REPUBLIC

FAIRFIELD — State and local officials will meet Friday morning to discuss efforts to stabilize the movement of Red Top Mountain toward Interstate 80.

Rep. Mike Thompson, D-St. Helena, who organized the hearing, wants to find a permanent fix for the slippage, which threatens to literally crack I-80 in half near the Red Top Road exit if it rains enough this winter.

"The risks associated with this landslide — risks to both life and regional commerce — cannot be ignored," Fairfield Mayor George Pettygrove said.

In a visit to Washington, D.C., earlier this year, city officials pressed Thompson to bring decision-makers together to discuss the best solution to the problem.

Red Top Mountain has been inching its way toward I-80 forever, but it was never apparent until geologists investigated the slope after a 1997 landslide.

Water seeps into the hill and loosens its foundation soil.

The mountain moved enough last year to break monitoring instruments inserted by the California Department of Transportation.

The city had to close a 2-mile portion of McGary road — part of a regional bike trail — in February to repair cracks and sunken areas created by the underground torrent of water flowing

The city had to close a 2-mile portion of McGary road — part of a regional bike trail — in February to repair cracks and sunken areas created by the underground torrent of water flowing from the mountain.

from the mountain. The section is still closed.

The state Department of Transportation, with the help of city crews, set up a siphoning system that is easily seen from the highway — a large tube to suck water out of the mountain.

"What Caltrans has been doing may very well be the best possible solution," Thompson said.

"However, there are many people who believe that it's only a short-term fix and that we should be looking at other alternatives."

Caltrans officials had not returned phone calls by late Wednesday afternoon.

CHP Lt. Jim Weddell, who has been tracking the mountain's movement for the city, said essentially no repair will work.

"It'll never stop moving," he said.

The hearing is set for 10 a.m. Friday at the Paradise Valley Golf Club, 3950 Paradise Valley Road, Fairfield.

Automakers unveil their high-mileage alternative hybrids

Friendly to the planet and the pocketbook

By Royal Ford
The Boston Globe

In what is the start of an evolving and potentially momentous change in America's automobile culture, car buyers this month have a mass-market option to purchase cleaner-burning, very high mileage, alternative automobiles.

Significantly, these vehicles — generically called "hybrids" — are not tied to range-limiting infrastructures, such as electric recharging stations or exotic refueling centers that have yet to be created. Instead, they rely on small gasoline engines aided by electric motors whose batteries are constantly being recharged as the vehicle is driven. They are refueled at gas stations just like regular automobiles.

The two-seater Honda Insight, in dealer showrooms on the West Coast this month and in the East in January, is just the first of many hybrids in the works. Toyota will begin selling the Prius, a four-person commuter car, in mid-2000. Several American manufacturers are using hybrid technology to improve gasoline mileage in larger sedans, sport utility vehicles, pickup trucks, and buses, believing that more significant fuel savings can be made through changes in the more popular larger vehicles.

But for hybrids to survive, manufacturers say, Americans will have to be convinced that the cars are not just a gimmick, that they are easily refueled, and that they behave much like the vehicles we drive today.

The Insight makes a convincing demonstration. The car moved easily in the flow of high-speed com-

muter lane traffic on Interstate 93 just outside Boston on a recent week-long test drive. When the digital speedometer read 75 miles per hour, a moving bar graph just below the speedometer indicated the car was getting 42 miles per gallon of gasoline.

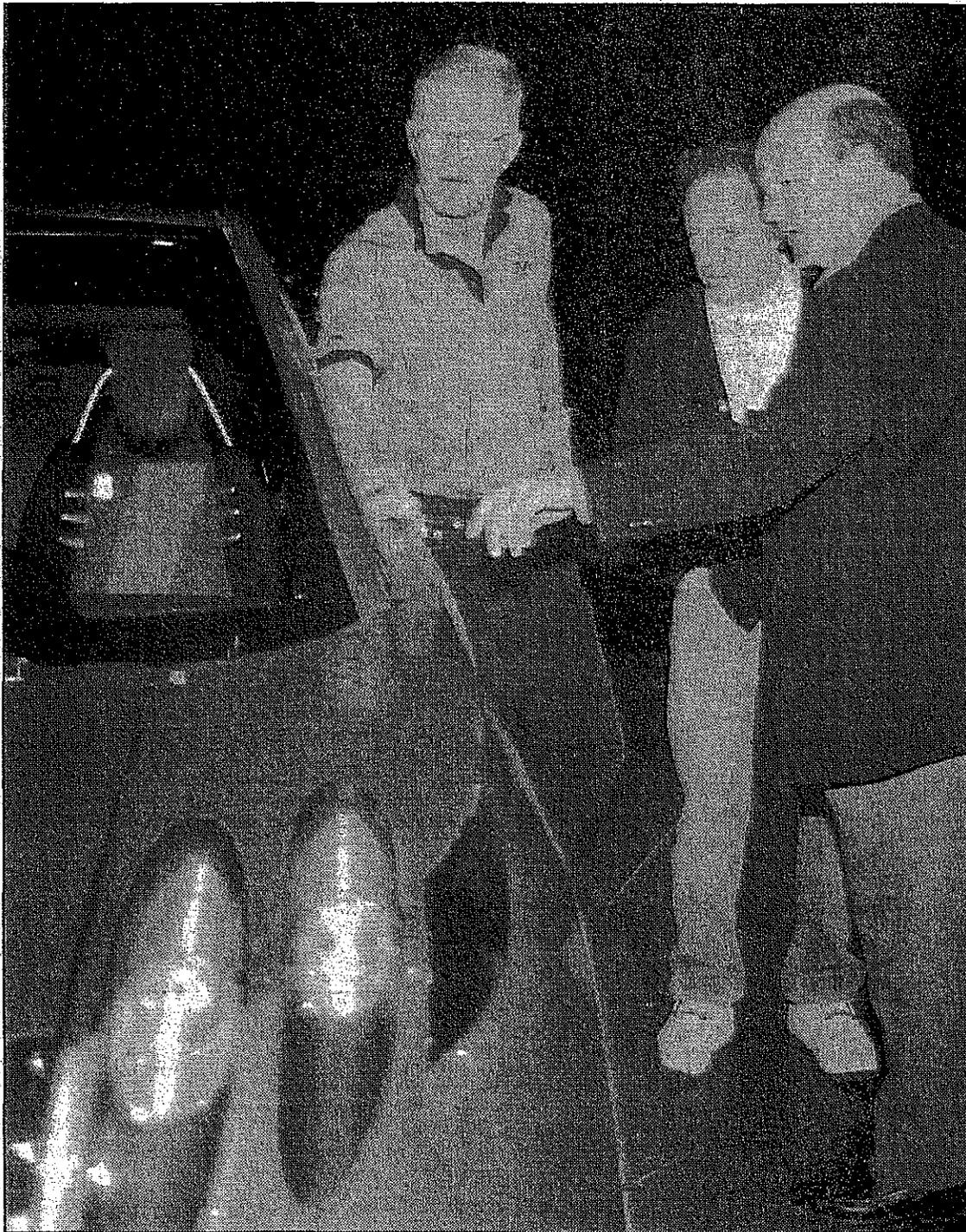
With a move to the middle lane, a drop in speed to 67, and a gentle but steady pressure on the gas pedal to maintain that speed, the miles-per-gallon reading jumped to 82. A neon circle to the right of the speedometer showed that the batteries to run its electric motor were fully charged.

The car, with its 10.6-gallon gasoline tank just filled, could have continued from here into the heart of North Carolina before needing more gasoline. A typical small sedan might get 30 miles per gallon and on a 12-gallon tank would likely need refueling around Philadelphia.

The Insight may be first to hit the mass market, but it will not be alone for long.

John Wallace, the director of environmental vehicles at Ford Motor Co., recalled that during a recent visit to the International Auto Show in Tokyo, "You couldn't walk without tripping over a hybrid." Also on display, he noted, were limited-use electric vehicles and developmental vehicles, thought to be 10-20 years in the future, called "fuel cell" autos, whose hydrogen power source would replace gasoline.

Hybrids represent a significant moment in the development of automobiles, a time when technology, culture, politics, and business mesh. They drive very much like a standard automobile, are environ-



Actor Ed Begley Jr., (left) film director Dennis Dugan (center) and Bob Purcell, executive director of General Motors' Advanced Technology Group, look at the Chevrolet Triax, a new utility concept vehicle.

Associated Press

mentally friendly, may render moot legislation mandating that a certain percentage of cars sold in a state be all-electric, and if enough Americans can be persuaded to buy them, will not only save millions of dollars in gasoline expenses but also give auto dealers a hot new product.

With the hybrid, unlike the battery cars in the market, there is no need to plug into anything; and un-

like natural gas-powered vehicles, there's no need to find alternative combustion fuels at sparse pumps. Instead, drivers will pull up to the local gas station, just like always.

"They never have to plug it in. It gives them not only freedom from the plug, but also lots more freedom from the gas station," said Robert Bienenfeld, Honda's alternative fuel vehicle sales manager.

That is because of the way the hybrid's gasoline and electric motors work in concert.

With the Insight, the electric motor assists the gasoline engine during a start from stop, during rapid acceleration, or on long steep climbs. When less effort is required, its one-liter, three-cylinder engine runs on its own.

A serious transportation crisis is brewing

Some numbers from state transportation officials to ponder the next time you find yourself stuck in traffic:

■ In the last 20 years, California's population has increased by nearly 50 percent, from under 24 million to more than 34 million.

■ But during that same period, the number of registered vehicles jumped by two-thirds, from 15 million to more than 25 million, thanks to the advent of the dual-income, multi-auto family.

■ The number of licensed drivers also increased, albeit somewhat more slowly, from 15 million to 21 million.

■ Roadway traffic, however, nearly doubled from fewer than 90 billion vehicle-miles a year to about 160 billion.

■ Lane-miles of California roadway increased by just 16 percent, with most of that growth being new roads in new subdivisions, rather than state highways.

Crunch all those numbers together and they mean just one thing: More congestion as more drivers make longer trips in more cars on a roadway system that has been expanded only marginally.

While the very real crisis in public education commands attention from California politicians these days, an equally immense crisis is looming in transportation. It's already a reality in California's urban centers, one exacerbated by the fact that as the state's population grows, the tentacles of suburban development stretch out along transportation corridors from the coastal cities into the interior valleys, creating ever-longer commutes. The Texas Transportation Institute's annual survey of traffic congestion, released last month, rates the Los Angeles and San Francisco areas as having the first and third worst problems in the nation with the San Jose,



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VTH 12/17/99

Crunch all those numbers together and they mean just one thing: More congestion as more drivers make longer trips in more cars on a roadway system that has been expanded only marginally... Adding to the puzzle, meanwhile, is the stark reality that California's major highway network is beginning to show both its age and the maintenance problems of heavy use.

Sacramento, San Diego and San Bernardino/Riverside regions all ranking among the worst 25. And all will deteriorate even more as population and traffic demand continue to grow.

Adding to the puzzle, meanwhile, is the stark reality that California's major highway network was largely constructed in a relatively brief period — from 1945 to 1975 — and is beginning to show both its age and the maintenance problems of heavy use. Thus, in addition to spending whatever we must on increased capacity to meet increased demand, we also must spend heavily to make up for the neglected maintenance and reconstruction of existing roads. The total transportation spending need has been estimated at more than \$80 billion over the next decade.

Politically, the crisis defies easy solution. Environmentalists oppose any major expansion of roadway capacity, opting for forcing development into cities and spending more on mass transit. But there's a clear reluctance among the state's political leaders to adopt tough state land-use policies to impose what some call "smart growth" because that would undercut local government authority. And it's matched only by the reluctance to raise gasoline or other taxes to expand transportation in any form.

There is some evidence that the Legislature may take a baby step toward dealing with California's transportation conundrum next year by simultaneously making it easier to gain voter approval of local transportation taxes and diverting more money from the state's swelling budget surplus into highways. But such a bipartisan deal, at best, would do little more than tread water.

We're still waiting for Gov. Gray Davis, who's notoriously reluctant to make any bold moves, to even acknowledge that a transportation crisis is looming, much less propose anything to deal with it. But left untouched, it's a situation that could mushroom into a serious political crisis for Davis just about the time he runs for re-election. □ Dan Walters writes for the Sacramento Bee.

Quietly taking shape

Center will offer more than parking, buses

By Mark Simborg
DAILY REPUBLIC

FAIRFIELD — After years of planning and a labor union dispute, Fairfield has quietly started building one of its largest projects ever — the Fairfield Transportation Center.

So what is it exactly?

The more than \$13 million complex — off Magellan Road near Interstate 80 — will replace an overcrowded, 200-space park-and-ride lot. It is scheduled for completion in spring.

Features will include a three-story, 400-spot parking garage, a 10-bay bus transfer facility and a two-story, 11,200-square-foot office building.

There will also be a commuter store (with commuter oriented products such as air fresheners), four information kiosks that will allow transit-users to plan their trips by touching a computer screen, car-pool and vanpool meeting places, four electric-vehicle charging ports and a telecommuting center.

Buses from Fairfield-Suisun Transit and Vallejo Transit will serve the station.

The transportation center is the centrally located transit facility the county needed, said Kevin Daughton, Fairfield's transportation manager.

"This is like the last decision point before you have to get on the corridor and continue on," he said.

New Fairfield Transportation Center

10-bay passenger island Two-story office building Three-level parking McDonald's Smart & Final Pep Boys



Kim Durbin/DAILY REPUBLIC GRAPHIC

"Plus we wanted to have more contact with passengers by relocating our offices to where they go."

The first floor of the office building will house city transportation offices, and the second floor will "hopefully" be leased to a transportation entity, Daughton said.

Daughton called the Caltrans-owned park-and-ride that used to be on the 6.1-acre lot a "Spartan arrangement with no amenities."

Plans for the center started in 1996. The city bought the land from Caltrans early this year, but the project was held up in July when a local union protested the contract, which went to a Foster City construction company.

For the second phase of the project the city will build a 200-space outdoor parking lot, although that hasn't been funded yet.

Nearby businesses are happy about the project — expecting it to bring more business — but also wary.

"We're kind of worried there's going to be more homeless around," said Sylvester Ubias, assistant manager of Smart & Final.

Jake Pollinger, assistant manager of Pep Boys, said he didn't even know what was being built next to his store.

"It sounds good," he said. "I just hope it makes it easier for people to park and ride."



Mike McCoy/DAILY REPUBLIC

Construction workers grade the lot that will house the new transportation center at the corner of Beck Street and Magellan Road in Fairfield.

Rep. (12.19.99)

Transit system for the elderly is falling short

Reporter Editor:

I am desperately trying to resolve a problem, which is within the paratransit system. It could be a great system — it certainly provides a wonderful service — if it was run correctly.

What I cannot figure out is the lack of supervision in running the system? Is there a lack of training for the person or persons scheduling senior pickups and returns each day? Or do they just plain don't care?

My father is scheduled to be picked up Monday, Tuesday, Thursday and Friday each week to be brought to the Alzheimer Day Care Center in Fairfield. He is suppose to arrive there at approximately 11 a.m. and is to be picked up the same four days at 3 p.m.

Most weeks, he along with the other people who use Solano Paratransit to the day-care center are usually forgotten in the afternoon for pickup. The day-care center has to call most days to tell them they forgot to pick up the people whom they delivered in the morning.

My father will arrive home as early as 2:45 p.m. to as late as 5 p.m. It may not seem to be a big deal, but we pay by the hour for his care, and he along with the others know when they are suppose to leave and get most anxious and upset when they have to wait many times over an hour to be picked up.

Recently, I got my father ready to be picked up sometime between 10 and 10:30 a.m., while trying to work in my upstairs office, keep an eye out for the bus, and keep an eye out for my father not to wander off while waiting for the bus.

When no one appeared at 10:50 a.m., I called Paratransit, was stuck on hold twice and was then told, "Oops. I forgot to schedule him for pick up today." He was finally picked up at 11:20 a.m. and did not arrive at his day-care center until noon.

The upshot was, it messed up my whole morning, while I was trying to work. I am the only one in my house who is working, trying to make a living. I work at home so I can care for my father. I really do not think I am asking too much for the bus system to work efficiently.

Something is wrong with this picture.

Arlene Lerner

Community on wheels



Vacaville City Coach Route 5 bus driver James Ford has a friendly, regular ridership, including Virginia Martin (left). Todd Rasmussen/The Reporter

City Coach bus a mobile neighborhood

Rep. (12-20-99)

By Mike Adamick
Staff Writer

It's 9:55 a.m. Thursday, and John Esposito waits in his electric cart at the Vacaville Cultural Center.

A City Coach bus glides to a stop in front of him. The steps leading into the bus fold on top of one another and become a ramp. The ramp then becomes an elevator: Esposito wheels backward onto the ramp, rises with the elevator into the bus,

and then helps strap his tiny cart in for the ride.

It's 9:58 a.m., and the City Coach bus crawls away from the Cultural Center, heading into the heart of the city on what is known as Route 5.

James Ford drives the bus on Route 5.

He knows the people on it. The twists. The turns. His regular riders don't even ring the bell to signal that they want off. Ford knows where

■ See City Coach, Back Page

City Coach bus a mobile neighborhood ...

■ Continued from Page 1A

they want the bus to stop. His bus is a meeting ground, say his passengers.

"He's the best bus driver in the world," says Patty Gray.

Ford, 66, retired from civil service at Travis Air Force Base.

"I've dealt with the public all my life," says Ford, who taps his left foot on a lever to make turn signals. His right foot pumps the brake pedal, pumps the gas pedal. His long arms maneuver the enormous steering wheel, like he's turning a manhole cover.

"I retired and stayed at home awhile," says Ford. "But it drove me up the wall, so here I am."

Ford joined City Coach seven years ago. He's been driving Route 5 for more than

four years.

His supervisors love to tell how Ford's passengers bring him baked goods and cards for the holidays.

It's a small community, says Donna Anderson, a bus driver who hitched a ride Thursday on Route 5. Everyone knows everyone else on the routes, she says.

It's 10 a.m. The bus lumbers down Harrison Drive.

Gray, a regular passenger, settles into a chair next to Esposito. They watch the Vacaville landscape scroll by: Nut Tree Road, Alamo Drive, the Factory Stores at Vacaville.

Though the bus routes soon will change, loyal passengers say they will stick with Ford.

"If the routes change, I'd go out of my way

just to ride with him," says Gray.

It's 10:17 a.m. Ford stops on Alamo Drive. Two elderly women climb into the bus.

"Hey" deadpans Esposito. "They need a permit. They need a permit to ride this bus."

"Oh, behave, you," says one of the women.

Esposito smiles.

"Like I said, it's a small community," says Anderson. "There's a lot of regular riders."

It's 10:21 a.m. The bus stops at the corner of Alamo Drive and Marshall Road. The ramp lowers. Ford helps Esposito off the bus.

"See you later, John," says Ford.

Esposito wheels down the sidewalk. Ford taps his left foot. His right foot pumps the gas pedal.

The bus crawls down the road toward downtown.

Accidents back up Highway 12

Daily Republic staff

(12.21.99)

ISLETON — Two Monday morning accidents that involved eight vehicles closed down fog-shrouded Highway 12 for five hours until the California Highway Patrol could clean the whole mess up.

Both accidents occurred within a minute of each other just west of Terminous Road, according to the CHP.

The first accident happened at 7:40 a.m. when a big rig slowed for a dense fog bank, setting off a chain reaction accident that ended up involving three big rigs and three cars.

A Toyota truck was dragged by one big rig which turned over on its side. The rig's driver, Steven Pate, 38, of Modesto, was pinned inside his cab for an hour before he was extricated and

taken to NorthBay Medical Center for treatment.

One of the other truck drivers fled the scene on foot and evaded an extensive air and ground search. The other drivers sustained minor injuries, according to the CHP.

A minute after the first accident, a second occurred after a big rig stopped on west-bound Highway 12 due to the accident only to have a speeding 1968 Ford truck pulling a cement trailer slam into its rear.

The Ford's driver, Pedro De Latorre, 33, of Lodi, was taken to Lodi Memorial Hospital with broken ribs, ankles and possible internal injuries. His two passengers were also taken to Lodi Memorial to be treated for minor injuries.

Foggy conditions and vehicles traveling at unsafe speeds contributed to both accidents, according to the CHP.

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Nation and World

*Same date
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papers.*

*Reporter
Daily Republic*

Times-Herald
Tuesday, December 21, 1999

Clinton to announce tougher pollution controls on new cars

By H. JOSEF HEBERT
Associated Press

WASHINGTON — President Clinton, citing widespread health benefits, will announce tougher pollution controls today on new cars including highly popular sport utility vehicles, government and private sources briefed about the plan said Monday.

The new regulations are aimed at slashing overall tailpipe releases of smog-causing chemicals by nearly 90 percent during the next decade. And for the first time, popular sport utilities and

light trucks would be required to meet the same emission standards as cars.

In tandem with the tougher requirements on automakers, the Environmental Protection Agency will order refiners nationwide to reduce the amount of sulfur in gasoline by 90 percent to an average of 30 parts per million, the sources said.

White House press secretary Joe Lockhart declined to comment.

Meanwhile, the EPA also plans to pursue regulations requiring more reductions in sulfur in diesel fuel, which automakers are increasingly viewing as the fuel of choice for future large SUVs because it improves their fuel economy.

The EPA has estimated that the more stringent tailpipe emission requirement may add \$160 to \$200 to the cost of a vehicle.

Clinton was expected to announce the environmental initiatives at a Washington, D.C., elementary school to highlight that children — as well as adults with respiratory ailments — are most vulnerable to health problems associated with dirty air.

The EPA has estimated that the more stringent tailpipe emission requirement may add \$160 to \$200 to the cost of a vehicle. Oil industry executives have claimed that the low-sulphur rule could add as much as 6 cents to the cost of a gallon of gasoline, although environmentalists said that estimate was way too high.

It was not clear what the actual cost of the final rule would be.

The American Lung Association estimates that smog and microscopic soot annually account for 400,000 asthma attacks and 1 million respiratory problems, many in children, as

well as 15,000 premature deaths among the elderly.

The EPA's final so-called "Tier II" auto emission controls being announced by Clinton largely mirror the proposals the agency made earlier this year after intense discussions with the auto and petroleum industries as well as environmentalists.

The regulations, which will go into effect beginning with 2004 model cars, call for cutting nitrogen oxide tailpipe emissions from today's 0.4 grams per mile for cars — and somewhat higher for SUVs — to 0.07 grams per miles for cars and most SUVs by 2007.

Rep. (12.22.99)

Vehicle emissions standards get tough

In brief Clinton announces stronger air quality rules hoping to cut car pollution in the coming decades.

WASHINGTON (AP) — To cut auto pollution by about three-quarters, sport utility vehicles will have to meet the same emissions standards as cars and sulfur in fuel will be reduced dramatically under regulations announced Tuesday by President Clinton.

The changes would prevent thousands of asthma attacks and respiratory illnesses nationwide, the Environmental Protection Agency said.

"It will be the most dramatic improvement in air quality since the catalytic converter was first introduced a quarter century ago," Clinton said. "And manufacturers will be able to meet these new standards while still offering the kinds of models popular with consumers today."

With more cars on the road each year driving more miles, the president said tougher air quality measures were needed. Otherwise, "air quality in many parts of our country will continue to worsen in the coming decades."

The cost increase at the gas pump would be about 2 cents more per gallon; and about \$200 would be added to the price of a light truck and \$100 to a new car, the EPA estimated.

For the first time, cars and light trucks — SUVs, mini-vans, vans and pickups — would all be required to meet the same strict emissions standards. Nearly half the vehicles sold now are light trucks, and they produce three to five times as much pollution as the average passenger car.

The standards are meant to address pollution in the coming decades.

Auto emissions of nitrogen oxides, a key component of smog, will be cut by 74 percent, and soot will be reduced by 80 percent by 2030 when the car and light truck fleet has fully turned over in the United States.

That is the equivalent of removing 164 million cars from the road, the EPA said.

The new standards also require oil companies to reduce sulfur levels in gasoline by 90 percent, or to an average of 30 parts per million by 2006. The EPA has given smaller refiners an additional two years to meet the requirement.

The EPA said the steep reduction in sulfur was needed because it clogs the catalytic converters that clean auto emissions.

Environmental groups applauded the tougher standards while automakers and the oil industry said they presented formidable challenges.

Benicia Transit ¹²⁻²³⁻⁹⁹ serving Benicia?

By John R. Moses

As the city considers expanding bus service, I'd like to offer an obvious hint: Serve Benicia better. Start by changing the time of the city's Jan. 12 input meeting — planned for 10 a.m. — so a few regular commuters who use the service might attend.

Regional cooperation is a fine thing but I wonder why the bus service that bears Benicia's name is best at getting people from Vallejo to the Pleasant Hill BART station and does not make regular stops at the Vallejo Ferry, much of Southamptton and the Highlands.

I agree it is vital to get workers to Sun Valley Mall, students to Diablo Valley College and to help people who want to ride the Pleasant Hill BART line.

But Benicia Transit must make more stops in Benicia, take more patrons to the Vallejo Ferry and bring more ferry patrons into Benicia. We need to get more buses on more of our streets and worry less about serving commuters from other towns.

The Highlands neighborhood (my neighborhood) is an example of an underserved area. There are small vehicles that could run commuter routes on East Fifth, Hillcrest and East Second, perhaps even linking to Southamptton Shopping Center.

My neighbors who want to take the bus to BART have to walk half a mile or so down East Fifth, some of which has no sidewalks, go under the freeway and then cross dangerous intersections to find a filthy bus stop with lousy lighting. (It's a lovely, lonely walk across those freeway on-ramps back uphill.)

Folks in parts of Southamptton are in similar straits, since bus routes bear no relation to commute patterns.

And about regionalism: People who want to take a bus to the Vallejo Ferry can't during most hours, so ferry commuters are best off driving. The Vallejo Transit transfer zone in Vallejo's Marin Street area is a study in desolation, even during daylight. The Curtola park and ride lot is so overcrowded that cars spill out into the surrounding neighborhood.

Does Benicia Transit plan more local service? It's most recent experiment says otherwise. Regular riders were surprised by a short-lived trial run of a 6 p.m. Benicia Transit express bus from Pleasant Hill to Vallejo — with no Benicia stops.

Forum planned on Benicia Transit service ¹²⁻²³⁻⁸⁹

By Nathan Salant
ASSISTANT EDITOR

A downtown bus loop and more commuter service from Southampt^on are among options that could be considered if the city's Benicia Transit bus service has the money to expand, Finance Director Alan Nadritch said Tuesday.

Nadrⁱtch, who doubles as Benicia's transportation director, said the city would be soliciting ideas and opinions from Benicia Transit passengers and residents through a rider survey and a public meeting

scheduled for Jan. 12.

The meeting, sponsored by the steering committee in charge of amending Benicia Transit's Short Range Transit Plan, is scheduled to begin at 10 a.m. at City Hall at 250 East L St.

Local transportation agencies are required to have updated SRTPs to qualify for federal and state grants.

Benicia Transit, which operates bus service linking Benicia to Vallejo and to Pleasant Hill BART Station and also runs door-to-door paratransit service within the city limits, has won grants to purchase

equipment and expects two new \$262,000 coaches to begin service early next year.

All public transportation services in the nine-county Bay Area are subsidized by federal and state tax money. Benicia Transit's \$658,200 in annual operating subsidies was approved by the Metropolitan Transportation Commission last week.

"We're launching our first revision of the SRTP," Nadritch said. "There are no plans on the table for expanding service, we want to see what the survey results will be... and see whether we can afford to

expand the service."

Ideas for expanded service include adding another commuter express from Southampt^on to Pleasant Hill, a downtown line linking the bottom of First Street with the library, Senior Center and City Hall and establishment of service to Benicia Industrial Park.

"The last time we looked at service in the industrial park, there was not enough demand to warrant a service," Nadritch said. "We have to make sure we spend our limited transportation dollars in the best way."

Representatives from Benicia

Transit, Laidlaw Transit Services of Fairfield and J. Kaplan Associates of Walnut Creek, the firm hired to conduct the rider survey, are expected to attend the Jan. 12 meeting and be available to answer questions from the public.

Notices about the meeting are being distributed on buses and Dial-A-Ride vans and residents already have indicated their intention to attend, Nadritch said.

Residents also may submit comments and ideas to Benicia Transit by electronic mail at anadrⁱtch@ci.benicia.ca.us or by calling the bus service at 745-0815.

12-26-99

Vacaville will grow, but not too quickly

By Mike Adamick/Staff Writer

Golfers knock white balls around Lagoon Valley. Homes abound on the green hillsides. Windsurfers cut through the lake.

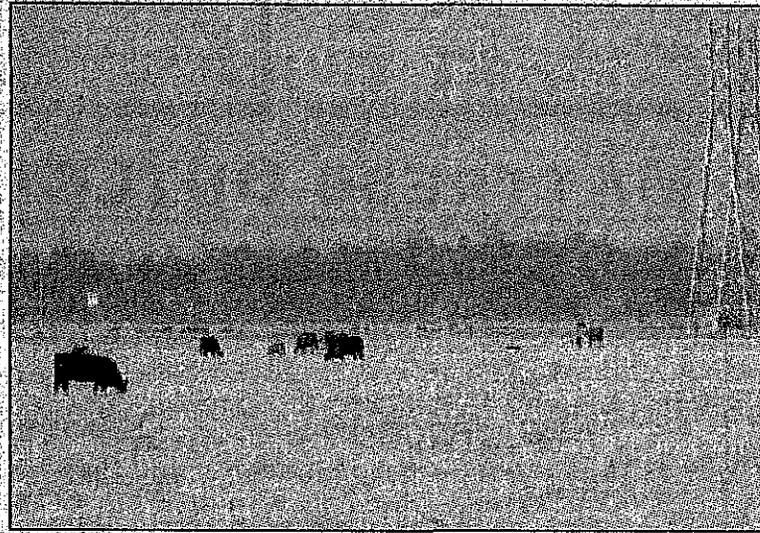
Across town, students leave homes in North Village. They head to the sprawling new cam-

pus of Solano Community College. After class, they go to Genentech for hands-on lessons in biotechnology.

It is a glimpse into the city's crystal ball, a glimpse into where Vacaville could grow in coming years.

Insiders predict a slower, steady growth rate for years to

■ See Grow, Page 6A



The landscape along Vaca Valley Parkway will eventually host the North Village subdivision, including more than 2,000 homes.

Joel Rosenbaum
The Reporter

PAGE 47

Grow ...

■ Continued from Page 1A
come, not like the up-and-down swings seen in past decades. They predict homes and a golf course in Lagoon Valley and homes in North Village, two areas already within city limits. There is growing debate about whether homes and a golf course will be built in the northwest Vacaville area near Rogers Lane, which would require annexation.

Gauging where and how Vacaville will grow is a difficult process. The general plan guides the city until 2010 and will then need an overhaul.

"Only time will tell; it has a whole lot to do with future city councils and their policies," said City Manager John Thompson. "It's very difficult to tell. Any projection would just be a guess."

In the immediate future, Vacaville has plans for homes throughout the city. If North Village is ever built — and some say it might not be in 10 or even 20 years — the city could eventually add more than 2,000 homes, along with new businesses and an expanded community college.

If executive homes arrive in Lagoon Valley, then so will a golf course, if all goes as planned. There are no figures yet for the number of homes projected there. The case is the same in the Rogers Lane area. But urban growth there has met opposition from those who don't want to build on agricultural land, among other concerns.

Traffic and water will keep growth in check, said Thompson. Interstate 80 will continue to clog and cram city streets with motorists entering and exiting the freeway, he said. It will get worse before it gets better.

And Vacaville needs water to support more growth, said Thompson, but there is little water available.

"Water is going to be a big problem for not only Vacaville but for a lot of cities," said Mayor David Fleming.

"It's virtually unthinkable that the city will grow in the future at the same rate it has grown in the past," said Thompson.

In the past — the 1980s, for instance — the city averaged more than 2,000 new homes each year. In the 1990s, the city averaged just 439 new homes each year.

"Very smart choices today will allow us to emerge in the future the way we want to," said Vice Mayor Rob Wood.

Attracting more jobs is paramount to the city's success, Wood said. So is regional planning.

"Regionally, we have to develop a futuristic master plan that provides substantial benefits for everybody," Wood said.

The city's hands are tied in some areas, such as schools. Proposition 1A voids the ability of cities to curb growth because of school capacity shortages.

"I will be listening to developers who want to build a school or contribute higher fees," said Councilwoman Pauline Clancy.

Drafting master agreements that make developers pay for key infrastructure improvements like schools, water hookups and roads seems to be the wave of future growth.

Maintaining the city's quality of life and local flavor has been a constant and will continue to be.

"There are places that define a city and give it character," said Fleming, who predicted greater cooperation between Vacaville, Dixon and Davis in the preservation of lands.

MOVING *into the* FUTURE

Don't expect the Jetsons

By John Scheibe/Staff Writer

When you think about travel in the future, forget about the Jetsons and flying cars. Instead, think incrementally, as in improved terrestrial cars, buses, bicycles, and ferry and train service. That is the message given by a number of officials when asked what Solano County's transportation system might look like two decades down the road.

Take the Capitol Corridor Train Service that links Auburn to Sacramento, Davis, Fairfield/Suisun, Oakland and San Jose.

"This service already is growing in popularity, and I would expect it to grow even more in the future as our freeways become even more crowded and we look for alternative ways of getting around," said Solano County Supervisor Duane Kromm.

Kromm said he also thinks that the Vallejo ferry service, which runs a number of round trips a day to San Francisco, will continue to expand.

"I would guess that Benicia will get its own ferry service 10 years from now and that Vallejo will get more boats," he said. Cheaper housing across Solano County is only expected to draw more people here from the Bay Area and elsewhere, all of which should drive the growth in ferry service between Solano and the rest of the Bay Area even more, he said.

■ See *Future*, Page 7A

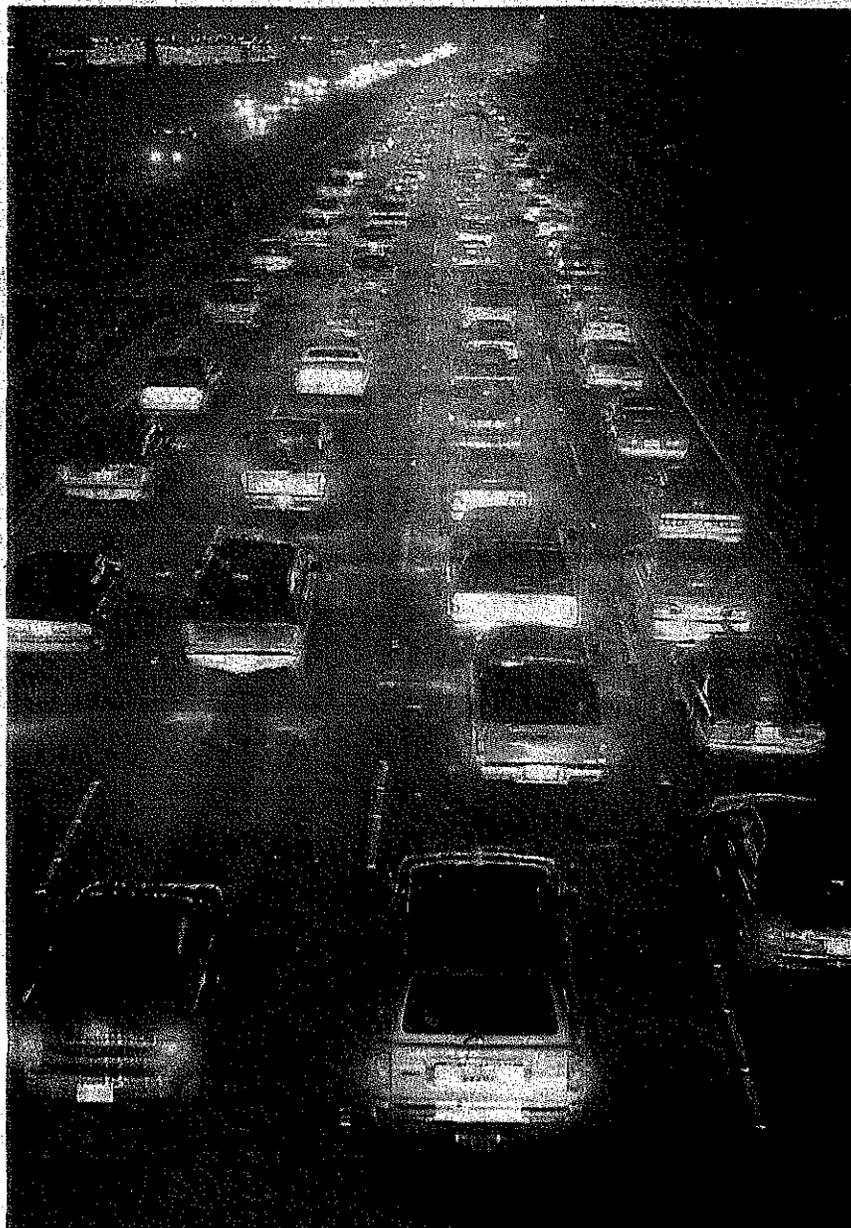
OUR SERIES:

Today, we begin a six-day look at the future of Solano County.

INSIDE:

Travis crews could one day be space travelers / Page 6A

Police predict big changes ahead for the justice system / Page 7A



It's not uncommon to see taillights backing up along Interstate 80. Will the future bring relief? Reporter file photo

Future ...

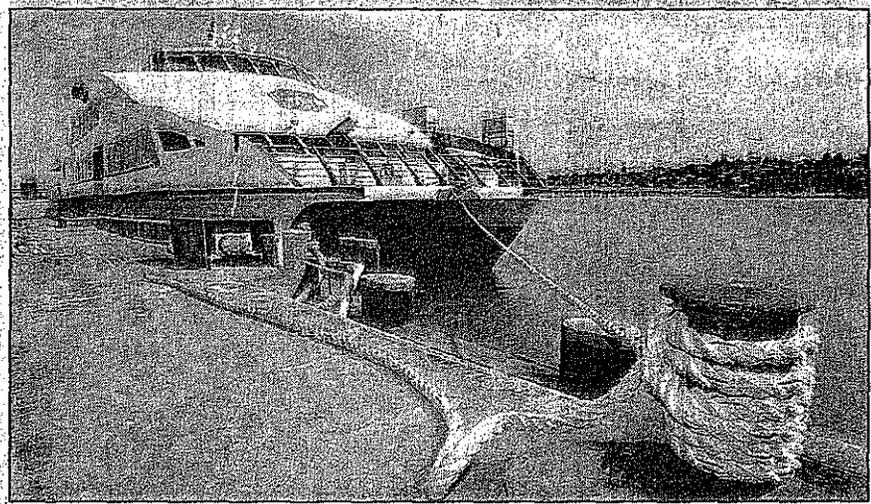
■ Continued from Page 1A
 "If you can work your life around a ferry commute, living here and working in the Bay Area could be really a pleasant way to go," said Kromm, adding he also expects there will be more jobs in Solano cities 20 years hence.

But neither Kromm nor any other officials think BART will extend into Solano County, at least not in the next 20 years.

"I do, however, see enhanced rail service extending from Solano County to BART in Contra Costa County," said Vacaville Mayor Dave Fleming.

Fleming said he also expects to see more buses using area highways and freeways. Buses would not only link Solano's cities together, but also take a growing number of people to the ferry in Vallejo and area train stations, said Fleming, who also serves on the Association of Bay Area Governments' regional planning committee.

Fleming said while he does not see new freeways being built in Solano, he does envi-



sion a more intensive and smarter use of the region's existing freeways and highways.

"Things such as more diamond lanes for buses and car pools," he said.

"Since we won't get more freeways, and if the population of not only Solano County but California is going to increase

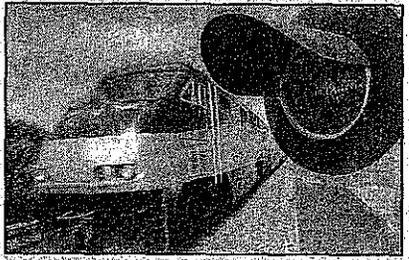
by as much as they say it is, more mass transit is definitely in our future," Fleming said.

Exactly how Solano's transportation network evolves over the coming decades will depend on a number of factors, including technological innovation and local land-use decisions.

Kromm, for example, said

he would not be surprised if cities across Solano have denser growth, with more people living in revitalized downtown areas.

"We're definitely going to have a much older society, a society where people are going to be much less interested in mowing the lawns," all of which should increase the



Ferries and rail service will improve in the next 20 years, according to transit officials.

demand for centrally located apartments and condominiums, Kromm said.

"We could have downtown neighborhoods where it is easier for people to walk both to work and for an evening of entertainment," Kromm said, adding that having more people walk will not only make for safer neighborhoods but also for a healthier population.

Officials also agree there will be a lot more non-gasoline-burning cars 20 years from now, cars that will depend on alternate forms of energy such as electricity.

If there is one big hurdle to having a better functioning transportation system 20 years from now, it is the willingness

by voters to tax themselves for a more efficient system, said Daryl K. Hall, executive director of the Solano Transportation Authority.

Hall said it is a question that will have to be answered sooner rather than later, since counties across the state, including Solano, are already being pinched by shrinking transportation budgets and burgeoning traffic woes.

"A fundamental question that needs to be answered is: Do we want to invest in a system now before it goes bad and becomes unworkable," asked Hall. "Or do we want to wait until after this happens?"

GROWING & CHANGING



The full moon over Vacaville's Genentech manufacturing plant portends good times ahead for local high-tech industries. Reporter: [unreadable] photos

Economic juggernaut will roll

By Amy Gingerich
Staff Writer

Watch out, Solano County, here comes job, growth and economic expansion. During the first 20 years of the next decade Solano County will add 81,270 jobs, but population growth should remain steady, keeping the county a place for commuters to live.

That's not all bad, though.

If Solano County continues to attract new residents who commute elsewhere to work, it should mean that home prices in the county will remain relatively low in comparison to other Bay Area counties.

"If you accept the (Association of Bay Area Governments) projections about the size of population growth and the size of commercial growth coming, (and) if that many industries relocate here, you're looking at tremendous (real estate) opportunities as well as redevelopment of our urban landscape," said Mike Reagan, executive officer of the Northern Solano County Association of Realtors.

Construction sectors ought to grow steadily as houses, apartments and other residential units sprout around the county, which will create a demand for retail space for businesses to serve local residents.

Population growth always escalates business growth because of the need to adequate-

■ See Roll, Back Page



Kimberly Jackson of Genentech has a job in a sector that will grow robustly into the 21st century.

From Page One

Roll ...

Continued from Page 1A
ly house, feed and clothe the newcomer.

The Solano County region will become more connected with the University of California, Davis, as the local campus streamlines the way it transfers research and technology innovations to the private sector.

"The spinoff companies will come out of the technology at UC Davis. They'll probably be a magnet and draw bigger industries. . . I think we'll start growing our own companies . . . because of the UC Davis connection," said Mary McCarthy, president of Solano Economic Development Corp.

A new technology-transfer program encourages professors or students to take what they've developed at the university to create their own companies.

UC Davis, long touted as a school for the sciences, is one reason companies like Genentech have chosen to set up manufacturing or research facilities in Vacaville, Dixon and other areas of the county. Biotechnology manufacturing jobs make up what is known as high-tech manufacturing, a sector which is projected to add 4,790 new jobs by 2020.

High-tech firms will comprise more than 50 percent of all manufacturing job growth in Solano County in the next 20 years, according to the ABAG report.

ABAG's Projections 2000

Solano County Job Projections:

Industry:	1990	2000	2010	2020
Agriculture, Mining	3,140	3,320	3,450	3,230
Construction	10,050	12,330	15,750	19,410
Manufacturing	8,570	10,860	15,750	20,090
* High technology	770	1,420	3,710	6,210
Transportation, Communication, Utilities	4,770	6,420	9,210	12,500
Wholesale Trade	3,000	4,670	6,810	8,950
Retail Trade	24,450	24,770	31,510	36,910
Finance, Insurance and Real Estate	3,580	4,720	6,040	8,830
Services	26,860	31,630	48,930	64,190
* Business services	4,880	6,760	10,260	12,490
Government	39,170	30,790	34,510	36,670
Total Jobs	123,590	129,510	171,960	21,780

* High technology jobs are included in manufacturing and business services jobs are included in services.

Source: The Association of Bay Area Governments

Reporter graphic

report estimates a loss of 90 agricultural jobs in the next 20 years, the only sector ABAG research expects to decrease. At the opposite end is the services sector, where ABAG forecasts a total of 32,560 new jobs.

During the next 20 years, Solano County will have the largest percentage of job growth of any Bay Area county, due in large part to strong projected growth in both Sacramento and San Francisco, according to the ABAG report.

"I think that we'll continue to disseminate the economic base. We have the land to do it, the will to do it and the economic base to

do it," said McCarthy.

Vacaville, Fairfield and Vallejo will see most of the county's job growth, with nearly 45,800 new jobs in these three cities alone.

"Dixon and Rio Vista will see changes in terms of growth and redevelopment," McCarthy said.

She said Dixon's strong agricultural base will help the city grow its genetically altered food sector, while Rio Vista's waterfront redevelopment will spur additional recreational business.

Vacaville and Fairfield, McCarthy said, will continue on the paths they are now as out-

lined in each city's general plan.

The increase in the population and the number of jobs, combined with normal inflation, will lead to a mean Solano County household income of \$75,000 in 2020, up from the \$60,400 mean household income ABAG expects for next year.

The next 20 years won't be radically different for Solano County's business outlook. Certainly there will be continued economic growth like today but there will always be times of financial and job crisis.

"I think there's going to be some changes and more of the same," McCarthy said.

AC Transit Manager Sharon Banks Dies at 53

First black and first woman to head agency

AC Transit General Manager Sharon D. Banks, the first African American and first woman to head the East Bay bus agency, died Monday of complications from a series of strokes during the past year. She was 53.

Banks had been on leave since January after suffering a stroke while flying home from a transit conference. Despite suffering more strokes over the past year, Banks had pledged to return to work and many AC Transit officials were confident that she would.

Matt Williams, president of the AC Transit Board of Directors, said he saw Banks in October when she attended a transit operators' conference in Oakland.

"She said she would be back," he said. "You could see the personal drive and motivation coming out from hearing her speak and you could see it in her eyes."

Banks joined AC Transit as its general counsel in March 1990. She was named general manager in May 1991 after serving as the interim chief for six months. As head of the agency, she oversaw 2,100 transit workers and a \$186 million budget. The bus system serves 230,000 riders a day.

The agency, which implemented severe cuts in night and weekend service in the early 1990s, now has healthy reserves and under Banks' leadership began restoring some of the lost service, Williams said.

"This is a tremendous loss for the transit profession across the United States," Williams said.

The mood at district headquarters in Oakland was somber yesterday as employees learned of Banks' death. When she first became ill, colleagues said, her desk soon overflowed with cards, fruit baskets and bouquets of flowers from all over the world.

"People are very sad about it, knowing what a young, vibrant, intelligent person she was," said Jim Gleich, deputy general manager. "One of her unique strengths was that she had a personal connection with every one of us who are employees here."

Banks was also regarded as a leader in the national public transit industry. Last year, she was named chairwoman of the executive committee of the Transportation Research Board, an arm of the National Academy of Sciences. She was also a past chairwoman of the California Transit Association, which

represents transit operators across the state.

And in the fragmented world of Bay Area transit, where infighting is common and cooperation all too infrequent, Banks was "a good partner," said Steve Heminger, deputy executive director of the Metropolitan Transportation Commission, which oversees regional transportation planning and financing.

"It's a great loss," he said. "She was a real leader in her industry and in her community."

Banks was particularly proud of her success in getting the district and its three unions to engage in collaborative bargaining last year instead of a more confrontational style of negotiation, said Director Clinton Killian.

She also created a management training program taught at the University of California at Berkeley extension program for AC Transit employees, officials said.

"Sharon gave her heart to the organization and worked diligently to improve it and to become a leader in the transportation industry," Killian said. "Our sympathies go out to her family."

From 1983 to 1987, Banks was a deputy city attorney in Oakland. Previously, she served as an attorney in the legal adviser's office of the Oakland Unified School District.

Before her law career, she spent several years working as a speech pathologist and audiologist and taught deaf and hearing-impaired children.

Banks was born and raised in Cairo, Ill. She earned a bachelor of science degree in speech pathology and audiology from Southern Illinois University at Carbondale and a master's degree in educational psychology from California State University at Hayward. She earned her law degree from Hastings College of the Law in San Francisco.

During her transit career, she received a number of awards, including a civil rights leadership award from the American Public Transit Association. In 1993, she was named the Metropolitan Transportation Commission's "special transportation employee."

Banks, who lived in Fairfield, is survived by her husband, Paul, and one adult son. She was a member of the Friendship Baptist Church in Vallejo.

Arrangements for services are pending.

BEYOND THE FEAR OF GROWTH

By Rob Wood

Growth is the topic of the millennium, a subject worthy of discussion. When we talk of growth in Vacaville or Solano County, or even perhaps Butte, Mont., you can strike a chord of fear in the hearts of many who equate growth, of any kind, with the measles.

In some minds, idealistically, it seems appropriate to stand pat, circle the wagons and attempt to keep our own personal world all to ourselves.

And darn the benefits of a stronger local economy.

It is, however, far too simplistic to equate growth with a perceived evil empire. Clearly, no one is interested in growth just for growth's sake. No one wants the residue left in growth's wake — gridlock, crowded schools, insufficient

■ **The author is the vice mayor of Vacaville.**

It is difficult, if not impossible, for many clear-minded thinkers to believe that all of the aforementioned byproducts of growth will become reality. In fact, it's not the case at all.

water supply, inadequate police and fire protection. No one wants to consume every square mile of our priceless green land and open space.

In any discussion regarding growth, one has to take a hard look at where we are, and where we would like to go. Most would agree that those of us living in Vacaville or other parts of Solano County are content with the way things are presently. Yes, we have issues, but they all seem very manageable. The real question, however, is: "Are we satisfied, and will the generations that follow be satisfied as well?"

Planning our future is no small task. Understanding our future needs will require the wisdom of Solomon.

Jobs, what kind?

■ See **Fear**, Back Page

Fear of growth, the topic of the millennium ...

■ Continued from Page 1G

- Transportation, what type?
- Safe city, how?
- Education, what's the best?
- Culture, a must.
- Living quarters, high-tech luxury and affordable.
- Recreation, plenty.
- So, how can we begin to plan and shape our future without instantly striking terror into the hearts of our citizens? How can we talk

about a future vision that will influence not just our generation, but future generations as well?

In my opinion, it is incumbent upon the local leadership to work hand in hand, regionally, to develop a futuristic master plan. A significant element will include a thorough understanding of technology and an understanding of technology trends.

We can position ourselves ahead of the curve and leverage that insight for future opportunities. We must understand our

unique position, relative to the large metropolitan areas both to the north and south. Solano county is unique, and rich with resources, open space, airports, interstate freeways, and its people.

We simply cannot continue with more of the same. If we do, we will certainly build more homes, hope for more jobs, expect opposition every step of the way, and we will continue to debate at which end of Vacaville to put the golf course.



DATE: January 3, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Presentation on Capitol Corridor

Discussion:

Gene Skoropowski and/or David Kutrosky of the Capitol Corridor Joint Powers Board staff will be making a presentation on the Capitol Corridor including:

- History and Formation of the CCJPB
- Sponsoring Parties
- Route and Stations
- Funding
- Services and Ridership
- Future Plans

Recommendation:

Informational Only



DATE: January 3, 2000
TO: STA Board
FROM: Rischa Slade, STA Chair
RE: Special Acknowledgements

Discussion:

Attached are proclamations recognizing the following individuals for their efforts in support of the STA and/or transportation programs and activities throughout Solano County and the region:

Jerry Hayes – outgoing STA Board member and former STA Chair from the City of Benicia

Steve Gizzi – outgoing STA Board member from the City of Benicia

Morrie Barr – Deputy Director for Public Works and a member of the STA TAC.

Sharon Banks – In memory of the Executive Director of AC Transit who recently passed away.

STA Chair Rischa Slade will make the presentations.

Recommendation:

Information only



JERRY HAYES-

A PROCLAMATION OF THE SOLANO TRANSPORTATION AUTHORITY THANKING JERRY HAYES FOR HIS EFFORTS ON BEHALF OF THE STA AND TRANSPORTATION ISSUES THROUGHOUT SOLANO COUNTY

WHEREAS, Jerry Hayes in his capacity of Mayor of the City of Benicia served as a representative and alternate on the Board of Directors for the Solano Transportation Authority (STA) from June 1992 through February 1998; and

WHEREAS, during 1995 Jerry Hayes served as the Chair of the STA and helped guide the transition of the agency to that of a separate, independent entity representing the collective interests of its eight member agencies; and

WHEREAS, during his tenure on the STA Board, he represented the STA and Solano County on the Capitol Corridors Joint Power Authority which increased its number of daily trains to six; and

WHEREAS, he served as prime participant and driving force on the Joint Contra Costa/STA Subcommittee for the Benicia-Martinez Bridge Project which held its groundbreaking in July of 1999 and is scheduled to complete construction in 2003; and

WHEREAS, during his term on the STA Board, Jerry Hayes has been a diligent and proactive advocate for transportation projects and issues affecting the City of Benicia and Solano County.

NOW, THEREFORE, I, Rischa Slade, in recognition of his departure from the STA Board, proclaim our sincere appreciation and heartfelt thanks to Jerry Hayes for all of his efforts and accomplishments on behalf of the STA and transportation issues in Solano County.

Rischa Slade, Chair
Solano Transportation Authority



STEVE GIZZI-

A PROCLAMATION OF THE SOLANO TRANSPORTATION AUTHORITY THANKING STEVE GIZZI FOR HIS EFFORTS ON BEHALF OF THE STA AND TRANSPORTATION PROJECTS AND ISSUES THROUGHOUT SOLANO COUNTY

WHEREAS, Steve Gizzi in his capacity of Council Member for the City of Benicia served as a representative on the Board of Directors for the Solano Transportation Authority (STA) from March 1998 through November 1999; and

WHEREAS, he served as an active member of the Joint Contra Costa/STA Subcommittee for the Benicia-Martinez Bridge Project which is scheduled to complete construction in 2003; and

WHEREAS, during his term on the STA Board, Steve Gizzi has been a diligent and proactive advocate for transportation projects and issues affecting the City of Benicia and Solano County.

NOW, THEREFORE, I Rischa Slade, Chair of the Solano Transportation Authority, in recognition of his departure from the STA Board, proclaim our sincere appreciation and heartfelt thanks to Steve Gizzi for all of his efforts on behalf of the STA and transportation issues in Solano County.

Rischa Slade, Chair
Solano Transportation Authority



MORRIE BARR-

A PROCLAMATION OF THE SOLANO TRANSPORTATION AUTHORITY THANKING MORRIE BARR FOR HIS EFFORTS ON BEHALF OF THE STA AND TRANSPORTATION PROJECTS AND ISSUES THROUGHOUT SOLANO COUNTY

WHEREAS, Morrie Barr, Assistant Public Works Director of the City of Fairfield, has been a very active member of the Solano Transportation Authority (STA) Technical Advisory Committee for the past decade; and

WHEREAS, he has been instrumental in assisting the STA program various federal, state and regional funds to further transportation projects throughout Fairfield and Solano County; and

WHEREAS, Morrie Barr and his staff has developed and updated a comprehensive Countywide Traffic Model for the STA for the past nine years; and

WHEREAS, he has worked with MTC, Caltrans and all Solano County jurisdictions to expedite projects through the regional, state and federal review processes; and

WHEREAS, he has been an active participant on the Solano Rail Facilities Plan, Solano County Congestion Management Program and Jepson Corridor Concept Plan Working Group; and

WHEREAS, Morrie has worked with the STA and Caltrans to fund and accelerate the I-80/I-680 Auxiliary Lane and I-680/I-80 Interchange.

WHEREAS, Morrie has always been a very conscientious, hard working and a well liked member of the Solano transportation community.

NOW, THEREFORE, I Rischa Slade, Chair of the Solano Transportation Authority, in recognition of his departure from the City of Fairfield, proclaim our sincere and heartfelt thanks to Morrie Barr for all of his efforts on behalf of the STA and transportation issues in Solano County and wish him well in all his future endeavors.

Rischa Slade, Chair
Solano Transportation Authority



SHARON BANKS-

A PROCLAMATION OF THE SOLANO TRANSPORTATION AUTHORITY EXPRESSING PROFOUND SORROW FOR HER LOSS AND ACKNOWLEDGING HER MANY CONTRIBUTIONS TO THE BAY AREA TRANSPORTATION COMMUNITY

WHEREAS, Sharon Banks served successfully in her capacity as General Manager of AC Transit for the past ten years; and

WHEREAS, during her tenure at AC Transit, she was instrumental in revitalizing the financial condition of a major Bay Area transit property; and

WHEREAS, she successfully introduced a union/management negotiations philosophy emphasizing collaboration and cooperation; and

WHEREAS, she was renowned nationally as a leader in the public transit industry and was a past chairwoman of the California Transit Association; and

WHEREAS, during her career Sharon was a champion of civil rights and a pioneer for minorities in Bay Area public transit executive management.

NOW, THEREFORE, I, Rischa Slade, express our profound sorrow for the loss of Sharon Banks, and wish to commemorate her many significant contributions to the Bay Area transportation community.

Rischa Slade, Chair
Solano Transportation Authority



DATE: January 3, 2000
TO: STA Board
FROM: Rischa Slade, STA Chair
RE: STA's 1999 Highlights

Discussion:

Chair Rischa Slade will be providing a presentation on the Solano Transportation Authority's highlights for 1999.

Recommendation:

Information only



DATE: January 3, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: **CONSENT AGENDA** (Any consent agenda item can be pulled for discussion by Board Members or members of the public)

Recommendation:

That the STA Board approves the following attached consent items:

- A. Minutes of Meeting of December 8, 1999
- B. Draft Minutes of December 20, 1999 TAC Meeting
- C. STA Board 2000 Meeting Schedule
- D. Revised 1999-00 TFCA Request for Electric Charging and Electric Vehicle Project for the City of Vallejo
- E. Management Consultant Services for Jepson Parkway Concept Plan
- F. Transportation for Livable Communities (TLC) Applications
- G. Appointment to the Paratransit Coordinating Council (PCC)
- H. Deputy Director for Projects
- I. STA Transportation Acronyms
- J. Sharon Banks Memorial



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
December 8, 1999**

I. CALL TO ORDER - CONFIRM QUORUM

A quorum was confirmed.

Pierre Bidou, City of Benicia Vice Mayor was sworn in by Stacy Medley to replace past Board member Steve Gizzi.

II. APPROVAL OF AGENDA

Chair Slade called the regular meeting to order at 5:35 p.m. On a motion by Steve Lessler with a second by Chris Manson, the agenda was approved by the STA Board.

MEMBERS

PRESENT:	Pierre Bidou	City of Benicia
	Chris Manson	City of Dixon
	Steve Lessler	City of Fairfield
	Marci Coglianesi	City of Rio Vista
	John Silva	County of Solano
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo

MEMBERS

ABSENT: None

ALSO

PRESENT:	Eugene Leong	ABAG
	Robert Powell	Bicycle Advisory Committee
	Jim Weddell	CHP-Solano
	Katie Yim	Caltrans District 4
	Phyllis Thompson	Caltrans District 4 Local Assistance
	Don Erickson	City of Dixon Alternate
	Morrie Barr	City of Fairfield
	Paul Hom	City of Vacaville
	Gary Leach	City of Vallejo

John Gray	County of Solano
Bob Grandy	Grandy and Associates
Bernice Kaylin	League of Women Voters
Alan Eliot	MTC
Michael Dawson	Parsons Brinkerhoff
Cheryl Campi	Resident
James Williams	Resident
Dan Christians	STA
Daryl K. Halls	STA
John Harris	STA
Stacy Medley	STA
Matt Todd	STA
Chuck Lamoree	STA Legal Counsel
Ron Richardson	Sverdrup Civil

III. OPPORTUNITY FOR PUBLIC COMMENTS

No comments.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls updated the Board on the following items:

- Pierre Bidou, City of Benicia Vice Mayor has been appointed the new representative to the STA Board. Mayor Steve Messina will be the alternate to Mr. Bidou.
- No PSR report on the Red Top Slide is available at this time; staff will bring this back next month. There will be a summit meeting hosted by Congressman Mike Thompson, on December 17 for anyone who may be interested in attending.
- The Solano County Board of Supervisors supported the transition of Solano Commuter Information (SCI) to the STA. There was one issue brought up by a county union representative regarding the STA termination policy. Member Silva said he has reviewed our employee policies and has discussed this with the union representative and does not anticipate any future problems. As long as funding is approved by MTC, the STA will start working with the SCI staff on the details of this transition.
- A date was set for the STA retreat, scheduled for February 4, 2000. It will be held at Hiddenbrooke Country Club in Vallejo between 9 a.m. and 3 p.m. The main topic of the retreat will be visioning goals for the Comprehensive Transportation Plan.

V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

No comments from staff or Caltrans. Member Spring, Solano County and cities representative on the MTC Board invited the audience to stay for the Blueprint Hearing immediately following the Board meeting.

VI. ABAG PRESENTATION ON LONG TERM ECONOMIC PROJECTIONS FOR SOLANO COUNTY

An ABAG presentation was given on the long term demographic projections for Solano County and the Bay Area by Eugene Leong, the Director for ABAG.

VII. CONSENT AGENDA

On a motion by Chris Manson with a second by Jim Spering, the following Consent Agenda was approved:

- A. **Minutes of Meeting of November 10, 1999**
Recommendation: Approve minutes of the STA Board meeting of November 10, 1999.
- B. **Draft Minutes of November 22, 1999 TAC meeting**
Recommendation: Review draft minutes of the November 29, 1999 TAC meeting.
- C. **1999-00 Countywide Traffic Modeling Services**
Recommendation: Authorize the Executive Director to execute a \$25,000 countywide traffic modeling contract with the City of Fairfield for 1999-00, including a second option year for 2000-01 (if needed)
- D. **Bicycle Transportation Account (BTA) Application**
Recommendation: Adopt resolution authorizing the Executive Director to submit an application for \$375,000 of Bicycle Transportation Account funds for the Solano Bikeway project.

VIII. ACTION ITEMS: FINANCIAL

A. 2000 STIP Funding

Daryl Halls presented the staff report. He explained that this item was discussed with the STA TAC. He requested that the STA Board not program this funding at this time, but come back in March 2000 with a recommendation. On a motion by Dan Donahue with a second by Steve Lessler, the STA Board unanimously agreed to bring this item back in March 2000.

B. Solano Bikeway Funding Strategy

Dan Christians presented this item. This bike path would run between Vallejo and Fairfield and would be the only direct path available to bikers between the two locations. Dan explained that there is a current funding problem due to the steep grades on a portion of the route and the ADA improvement requirements. The cost is anticipated to almost double from the original amount. Staff has met with Caltrans and the State Architect's office to try to come to a mutual agreement on the ADA requirements. Staff has also applied for two state grants, but if these grants are not approved, staff would like the STA Board to pledge up to \$700,000 of Solano Transportation Enhancements funding. There was a brief discussion between Board members. Rob Powell, Chair of the Bicycle Advisory Committee spoke on behalf of this project. Jim Weddell, CHP-Solano, said that after the construction of the Solano Bikeway, he was concerned that there would be requests by the bicycle community to use the shoulders of I-80 as long as McGary Road was closed. Therefore, he supported efforts to obtain additional funding so that McGary Road could be reopened as a connecting bike route to Solano Bikeway. The STA voted on a motion of 7-1 by Dan Donahue, and a second by Marci Coglianese (with Chris Manson voting no) to approve the proposed funding and implementation strategy including a pledge of up to \$700,000 of Solano Transportation Enhancements funds if needed for this project.

C. Contract Amendments for Jepson Parkway Basemapping and EIS/R

Daryl Halls presented this item. Daryl explained that we have a current approved budget of \$821,000 for this project, and that currently we have budgeted \$630,000 of these funds. An additional biological survey by Jones and Stokes Inc. is now required to be done before the heavy rain season sets in that would require an additional \$25,000 from the project budget. If this study is delayed, it could cause the whole project to be delayed. There is also a need for an aerial photograph and new project costs estimates for each project segment to be done by Mark Thomas and Associates, the civil engineering consultant, which would require an additional \$20,000 to complete. On a motion by Chris Manson and a second by Steve Lessler, the Board unanimously approved the additional funding to allow the consultants to complete these tasks.

IX. ACTION ITEMS: NON-FINANCIAL

A. I-680/I-80 Auxiliary Lane

Daryl Halls explained that this item was brought up by Member Steve Lessler. Daryl explained that he had met with Dianne Steinhauser and Katie Yim from Caltrans District 4 to request modeling information and to discuss ways to accelerate the construction of this project. On a motion by Jim Spering and a second by Steve Lessler, the Board unanimously approved the request to Caltrans to accelerate the I-680/I-80 auxiliary lane to the year 2002-03 to coincide with the completion of the Benicia-Martinez and Carquinez Bridge projects

B. Highway 37 Interchange

Katie Yim, Caltrans District 4, presented this item. Caltrans is requesting approval for the rescheduling of delivery of phase 3 for this project from 2000/01 to 2001/02 and amend completion of the entire Highway 37 project to December 2005. They have had problems trying to obtain permits for test drilling for hazardous waste material, and there is only six weeks left to do this or it would delay the project further. The consequences of further delay could cause Caltrans to lose the funding for this project if not acted on immediately, though Caltrans is still trying to meet the original deadline for project completion. On a motion by Dan Donahue and a second by Steve Lessler, the Board unanimously approve the delay of phase 3 of the Highway 37 project from 2000/01 to 2001/02 and amend completion of the entire Highway 37 project to December 2005.

C. Appointment to Capitol Corridor Joint Powers Board

This item was presented by Dan Christians. The CCJPB is seeking the appointment of a second member to represent the STA, in addition to Member Spering. On a motion by Member Donahue with a second by Jim Spering, the STA Board unanimously appointed Risha Slade as the second STA representative to the CCJPB and for Member Lessler to serve as the alternate.

D. Red Top Road – Congressional Hearing

Daryl Halls said, as per his comment from the Executive Directors report, there is no recommendation at this time. This item will be brought back at the January 2000 Board meeting.

X. INFORMATION ITEMS: NO ACTION NECESSARY

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

Matt Todd presented information on this item. Matt gave a brief update on this item and explained that staff is working on policies for Board review and approval at next months Board meeting.

B. Solano County Comprehensive Transportation Plan

Information item.

C. Jepson Parkway Concept Plan Status Report

Information item.

D. MTC Blueprint Hearing

Information item.

X. FUNDING OPPORTUNITIES

There were no comments on the following funding opportunities:

A. Transportation for Livable Communities (TLC) Program

Deadline: December 16, 1999

B. Bicycle Transportation Account (BTA)

Deadline: December 31, 1999

C. Bay Trail Program

Deadline: End of January 2000

D. Office of Traffic Safety Program

Deadline: January 15, 2000

XI. BOARD MEMBERS COMMENTS

Marci Coglianesse asked staff about current funding opportunities and if staff has faxed these out lately. Staff replied that on the most current funding opportunities,

the information for these had just recently been received and staff would fax them this week.

Member Coglianese also mentioned the increase in newspaper articles pertaining to transportation and a possible sales tax measure. She feels the STA needs to deal with this matter directly and to develop some information for the public on the funding issue for the 2nd Cycle of TEA-21.

Jim Spering commended staff for doing a good job. He also asked that anyone seeking information on TLC grants to contact him.

Rischa Slade also thanked staff for sending out information on funding opportunities. She also mentioned that Sharon Banks had another stroke last Sunday, but there doesn't seem to be any major damages reported and it looks like she will be o.k.

Chris Manson asked that staff explore challenging Caltrans on the future of the ADA issue for the Solano Bikeway.

XII. ADJOURNMENT

On a motion by Chris Manson and a second by Steve Lessler, the STA Board meeting was adjourned at 6:43 p.m. with the MTC Blueprint Hearing to start at 7:00 p.m. The next regular meeting will be held at 6:00 p.m., January 12, 2000, at Suisun City Hall.



SOLANO TRANSPORTATION AUTHORITY

**Draft TAC Minutes of Meeting of
December 20, 1999**

I. CALL TO ORDER

Daryl Halls called the regular meeting of the Technical Advisory Committee to order at 1:40 p.m. in the STA conference room.

Present:	Hilmer (Ace) Forsen	Caltrans
	Julian Carroll	Caltrans
	Janet Koster*	City of Dixon
	Ron Hurlbut*	City of Fairfield
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Rich Cullen*	City of Suisun City
	Julie Pappa	City of Suisun City
	Dale Pfeiffer*	City of Vacaville
	Paul Hom	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach*	City of Vallejo
	Pam Belchamber	City of Vallejo
	Paul Wiese*	County of Solano
	Alan Eliot	MTC
	Alix Bockelman	MTC
	Ashley Nguyen	MTC
	Jim Antone	YSAQMD
	Carl Vandagriff	YSAQMD
	Daryl Halls	STA
	Dan Christians	STA
	Matt Todd	STA
	John Harris	STA

*voting members

II. CONSENT CALENDAR

On a motion by Ron Hurlbut, Fairfield, with a second by Janet Koster, Dixon, the following Consent Calendar was approved:

- A. Minutes of meeting of November 22, 1999
- B. Review of Funding Opportunities Calendar

III. OPPORTUNITY FOR PUBLIC COMMENT

No comments.

III. COMMENTS FROM CALTRANS, MTC AND STA STAFF

Janet Koster, Dixon, requested clarification on Caltrans' Highway 113 project update status as described at the November TAC meeting.

IV. CONSORTIUM UPDATE

Consortium Vice Chair Pam Belchamber, Vallejo, stated that the agenda for the Consortium was similar to the TAC agenda and that she would offer the Consortium position on certain TAC items.

IV. ACTION ITEMS

A. 2nd Cycle TEA 21/STP/CMAQ POLICIES

Before the discussion of three policy issues, Daryl Halls asked for identification of the individuals representing the six STA members present for voting purposes. He also stated that after review of the STA bylaws, the TAC does not possess a population factor regarding voting tabulations. Matt Todd defined the differences between the "stand alone" and "flexible" options in addressing the Eastern Solano CMAQ funding issue. Paul Hom, Vacaville, asked if regional transit funding was involved in the allocation. Matt Todd stated that it was not. Dale Pfeiffer, Vacaville, questioned if it was possible to deal directly with SACOG instead of through MTC. Alan Eliot, MTC, stated that although there is clearly a disconnect with the air basins regarding funding, MTC remains responsible for the regional TIP. A lengthy discussion ensued including the cross-over possibilities for submitting projects under either the "stand alone" or "flexible" option. Dale Pfeiffer, Vacaville, moved to approve the "stand alone" option. Gary Leach, Vallejo, made a motion with a second from Ron Hurlbut, Fairfield, to continue to discuss the options. This motion lost by a vote of 2 to 4. Subsequently, Dale Pfeiffer, Vacaville, with a second from Paul Wiese, Solano County, made a motion to support the "stand alone" option. This motion passed 4 to 2 with Vallejo and Suisun City voting against the motion.

The second policy consideration concerned the handling of Low Cost Safety Projects. Due to the overall reduction in funds for Solano County, staff recommended that these projects compete on merit within the Corridor Management Program. Ron Hurlbut, Fairfield, after noting the difference between safety projects and other corridor projects, moved that \$350,000 of county rehabilitation funds be set-aside for western Solano cities for safety projects. With a second from Dale Pfeiffer, Vacaville, the motion was approved unanimously.

The final policy issue concerned the roads/transit mode split for county rehabilitation. Staff suggested a reconsideration of the approved mode split due to the modification in funding levels. Pam Belchamber, Vallejo, offered the Consortium's recommendation of a 79%/21% mode split. On a motion by Ron Hurlbut, Fairfield, and a second by Janet Koster, Dixon, the TAC voted 5 to 1 to support the previously approved mode split of 88%/12% (roads/transit). Vallejo represented the dissenting vote.

B. Future STP/CMAQ Cycles for Solano County-Eastern Solano CMAQ

Daryl Halls described the background for requesting MTC to revise their regional rules and criteria to ensure that the future allocations of CMAQ funds within Solano County include the non-attainment factors of both the Bay Area Air Basin and the Yolo/Solano Air Basin in determining Solano County bid targets. On a motion by Ron Hurlbut, Fairfield, and a second by Dale Pfeiffer, Vacaville, the TAC voted unanimously to support staff's recommendation. Ed Huestis, Vacaville, complimented staff for its clear presentation of a potentially very confusing and complicated item

Before moving on to the next item, Matt Todd mentioned the following housekeeping items related to the Cycle II project approval process:

- Scheduling of County Rehabilitation sub-committee meeting for January 10 at 1:30 p.m.
- Request for agency resolutions and legal opinions for funded projects by February 29
- Need to submit one page justifications for corridor management , Eastern Solano CMAQ and Low Cot Safety proposals by December 30

C. Transportation Consultant Scopes of Work

1. Solano County Comprehensive Transportation Plan

On a motion by Ron Hurlbut, Fairfield, and a second by Dale Pfeiffer, Vacaville, the TAC unanimously approved the draft scope of work for this planning activity.

2. GIS Mapping Scope of Work Solano County Comprehensive Transportation Plan

The TAC initially voiced some concern over the purpose of item 3 on the task list. Dan Christians stated that the purpose of further traffic analyses is related to the plan without long-term implications. On a motion by Ron Hurlbut and a second by Dale Pfeiffer, the TAC unanimously approved the preliminary list of GIS maps for the Solano County Comprehensive Transportation Plan.

D. Draft 2000 Legislative Program

The Consortium requested more representation of transit and vanpools in the program. Ron Hurlbut wanted some mention of STA's priority projects designation. Gary Leach asked that "transit modes" be added to item number 9 under funding. On a motion by Ron Hurlbut and a second by Dale Pfeiffer, the TAC approved the draft legislative program.

E. Application for OTS Grant to Develop a Countywide GIS System for Traffic Collision Data and Analysis

The TAC by consensus rejected this application stating that it was more suitable for agency police departments.

V. INFORMATION ITEMS

A. Needs Analysis – Solano County Comprehensive Transportation Plan

John Harris distributed a draft needs survey and asked for comments by the first of January.

B. Status Report on Jepson Parkway Concept Plan

Daryl Halls briefly reviewed the status of the concept plan.

C. Status Report on Project Monitoring Program

John Harris distributed the October project status report by agency and asked that each agency submit an updated report by January 14. He also mentioned that the process for hiring a consultant to assist Benicia, Suisun City and Rio Vista in January was underway.

D. Request for Information on Cycle 3 ISTEA Projects

John Harris again requested an update from the agencies that received funding from this program.

E. Criteria for Determining Interregional Trip Credits for LOS Calculations for the Solano CMP

Dan Christians briefly described the request that was made regarding the definition of interregional trips as it applies to LOS calculations.

VIII. ADJOURNMENT

The meeting was adjourned at 3:35 p.m. The next meeting is scheduled for Wednesday January 26, 2000 at 1:30 p.m.



DATE: January 5, 2000
TO: STA Board
FROM: Stacy Medley, Office Manager
RE: STA Year 2000 Meeting Schedule

Discussion

Attached is the year 2000 STA meeting schedule for your review and approval. Please note that the Board meeting location has changed to Suisun City Hall, unless otherwise noted.

Recommendation:

Review and approve the attached STA year 2000 meeting schedule.

Attachment



Solano Transportation Authority

2000 MEETING SCHEDULE

JANUARY:	January 12	STA Board Meeting, Suisun City Hall
	January 26	SolanoLinks Consortium, Suisun City
	January 27	TAC Meeting, Suisun City
FEBRUARY:	February 9	STA Board Meeting, Vallejo City Hall
	February 24	SolanoLinks Consortium, Suisun City
	February 24	TAC Meeting, Suisun City
MARCH:	March 8	STA Board Meeting, Suisun City Hall
	March 31	SolanoLinks Consortium, Suisun City
	March 31	TAC Meeting, Suisun City
APRIL:	April 12	STA Board Meeting, Suisun City Hall
	April 28	SolanoLinks Consortium, Suisun City
	April 28	TAC Meeting, Suisun City
MAY:	May 10	STA Board Meeting, Suisun City Hall
	May 26	SolanoLinks Consortium, Suisun City
	May 26	TAC Meeting, Suisun City
JUNE:	June 14	STA Board Meeting, Suisun City Hall
	June 30	SolanoLinks Consortium, Suisun City
	June 30	TAC Meeting, Suisun City
JULY:	July 12	STA Board Meeting, Suisun City Hall
	July 28	SolanoLinks Consortium, Suisun City
	July 28	TAC Meeting, Suisun City
AUGUST:	None	No STA Board meeting
	None	No SolanoLinks Consortium meeting
	None	No TAC meeting
SEPTEMBER:	September 13	STA Board Meeting, Suisun City Hall
	September 29	SolanoLinks Consortium, Suisun City
	September 29	TAC Meeting, Suisun City
OCTOBER:	October 11	STA Board Meeting, Suisun City Hall
	October 27	SolanoLinks Consortium, Suisun City
	October 27	TAC Meeting, Suisun City
NOVEMBER:	November 8	STA Board Meeting, Suisun City Hall
	TBD	SolanoLinks Consortium, Suisun City
	TBD	TAC Meeting, Suisun City
DECEMBER:	December 13	STA Board Meeting, Suisun City Hall
	TBD	SolanoLinks Consortium, Suisun City
	TBD	TAC Meeting, Suisun City



DATE: January 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Revised 1999-00 TFCA Request for Electric Charging and Electric Vehicle Project for the City of Vallejo

Background:

Each year the STA receives approximately \$300,000 of funds from the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program. On April 14, 1999, the STA Board approved various projects for the 1999-00 TFCA Program.

STA and BAAQMD originally approved \$62,000 to provide a charger for an electric bus for the City of Vallejo. This would have also been the match for a \$200,000 request for a regional TFCA competitive grant to purchase an electric bus for the Mare Island Shuttle service. The \$200,000 request was not approved by the BAAQMD because its cost effectiveness rating did not score high enough (i.e. not enough local funds were proposed to match the TFCA regional clean air funds).

Discussion:

The \$62,000 of TFCA funds originally proposed by the City of Vallejo needs to be reprogrammed since those funds are available specifically for Solano County projects. There was also an additional \$11,820 of unallocated funds left over from 1999-00 funds. In addition, the guidelines for the TFCA program will be stricter next year and it is advisable to reprogram all available funds under the current year guidelines. The STA Board has a couple of choices for the \$73,820 of available funds. It could: 1.) Reallocate those funds to increase funding for projects already approved by the STA; or 2.) Allocate the funds to new or modified projects. For this cycle, the STA Board designated the Executive Committee to review all applications received and recommend funding.

The City of Vallejo requests the STA Board to allocate \$63,000 to the following projects: 1.) Increase TFCA funding for operations of the Mare Island Shuttle bus by \$17,000 (from \$20,000 to \$37,000), 2.) Allocate \$10,000 for one electric charging station for vehicles; and 3.) Lease two electric vehicles for \$36,000 for maintenance/supervisor staff (see attached letter for further details). It is also proposed that \$10,000 of the unallocated funds be added to Solano Commuter Information's Enhanced Vanpool Program to fully fund that program for a total of \$50,000. On January 4, 2000 the Executive Committee reviewed and supported these revised requests.

After the Executive Committee reviewed these requests, the BAAQMD advised staff that electric vehicles are limited to a maximum of \$8,000 per vehicle. Therefore, staff has advised the City of Vallejo of this limitation and reduced the proposed grant for that project from \$36,000 to \$16,000. It was also determined that the Mare Island Shuttle could be increased an additional \$13,000 to a total of \$50,000 and still be within the BAAQMD's cost effectiveness guidelines. It is proposed that the remaining unallocated amount of \$7,820 be allocated to SCI's Integrated Transit Service (SolanoLinks Program). All of the other projects were either fully funded, don't need additional funding or are limited by the cost effectiveness rules of the BAAQMD.

Staff will need to obtain formal approval by BAAQMD for these revisions before the STA will be able to enter into funding agreements with each of the project sponsors.

Attached is the revised list of proposed projects to be submitted to the BAAQMD.

Fiscal Impact:

None. All funds are provided from the Bay Area Air Quality Management District.

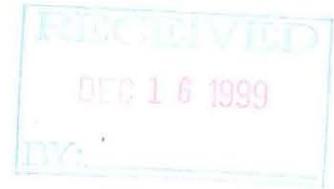
Recommendation:

Approve a Resolution approving and authorizing the Executive Director to submit to the Bay Area Air Quality Management District revised 1999-00 TFCA projects including: 1.) An additional \$30,000 for the City of Vallejo's Mare Island Shuttle Service (\$50,000 total), 2.) \$10,000 for an electric charger level II unit, 3.) \$16,000 for two electric vehicles for maintenance/supervisor staff; 4.) An additional \$10,000 for Solano Commuter Information's Enhanced Vanpool Program (\$50,000 total); and 5.) An additional \$7,820 towards Solano Commuter Information's Integrated Transit Service Program (\$42,820 total).



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Transportation Division



555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
FAX (707) 648-4691

December 15, 1999

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

Re: Revised FY 2000 TFCA Projects

Dear Mr. Christians:

In August, we wrote to the STA requesting a revision to our programmed projects in the FY 2000 TFCA Program Manager process (letter attached). Originally, the STA approved \$62,000 for the purchase of an electric charger to support an electric bus for the Mare Island shuttle service, and a grant for \$20,000 for shuttle operations.

In our August letter we stated that the City no longer believed it prudent to continue with the fast-fuel (Level III) electric charger because we did not receive funds for the vehicle. We subsequently requested that \$49,000 of the \$62,000 be reallocated for shuttle operations and vehicle lease. Per conversations with STA and BAAQMD, the maximum additional funds that could be transferred to shuttle operations would be \$17,000 for a total of \$37,000. The City would provide the balance to operate the shuttle service.

To keep within the line of our original electric charger request, the City would like to use the balance \$45,000 toward the purchase of a Level II (220V) charger to be installed at the Vallejo Transit Facility and lease two cars for maintenance/supervisor staff. This would allow VT to replace two 15 year-old vehicles. The cost for completing the proposed project is outlined in Attachment A.

Please coordinate with BAAQMD to approve the revised proposal. If you would like to discuss our proposal, please contact me at (707) 649-3408.

Sincerely,


Marci Malaster
Analyst, Transportation Division

H:\MMI\solano transportation authority\Revised TFCA _ VT vehicles.doc

ATTACHMENT A

FY 2000 TFCA Program Manager Grants

<u>Project</u>	<u>TFCA Original</u>	<u>TFCA Revised</u>	<u>City Match</u>	<u>Total Cost</u>
MI Shuttle Operations	\$20,000	\$37,000	\$48,000	\$85,000
Electric Charger III	\$62,000	\$ 0		
	<u>-17,000 (to operations)</u>			
Balance:	\$45,000 (see below)			
Electric Charger II		\$10,000		
Electric Cars (2)		<u>\$36,000 (approx. 15-18,000 each)</u>		
		\$46,000		

Project Description

Vallejo Transit is in dire need to replace its supervisor's vehicles (gasoline) and maintenance vehicles that are 10 to 15 years old. Vehicles are used daily for trips as short as ¼ mile up to 40 miles to respond to road calls, accidents, mechanical incidents, survey of drivers and other activities that occur during service. The VT service area covers Sacramento to San Francisco along the I-80 Corridor. If the charger is made available then, the City could pursue making all service vehicles electric.

RESOLUTION 00-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING A REVISED APPLICATION FOR TRANSPORTATION FUND FOR
CLEAN AIR TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR FY
1999-00**

WHEREAS, the Bay Area Air Quality Management District (BAAQMD) has requested applications for the FY 1999-00 funding cycle for the Transportation Fund for Clean Air Program; and

WHEREAS, various Solano jurisdictions within the BAAQMD originally submitted proposals for projects under this Program and some revised proposals have been submitted by City of Vallejo and other applicants; and

WHEREAS, the projects have been reviewed for compliance with acceptable cost effectiveness calculations in accordance with BAAQMD guidelines; and

WHEREAS, the STA Board's Executive Committee reviewed and supports the proposed projects; and

WHEREAS, the STA Board originally submitted a list of projects at their meeting of April 14, 1999 and is now submitting a revised list of projects to the BAAQMD; and

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby authorizes the Executive Director to submit the attached list of revised recommended proposals to BAAQMD for the Transportation Fund for Clean Air Program for FY 1999-00.

Rischa Slade
Chair
Solano Transportation Authority

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of January, 2000.

Daryl K. Halls
Executive Director
Solano Transportation Authority

1999-00 Solano Transportation Fund for Clean Air Program (Revised)

Sponsor	Project	Original Proposed	BAAQMD Approved	STA Revised
City of Benicia	Southampton Feeder Bus (99SOL01)	\$50,000	\$ 29,600	\$ 29,600
Solano Community College	Electric Police Bikes (99SOL02)	\$20,378	\$ 12,216	\$ 12,216
Solano County (SCI)	Enhanced Vanpool Srvs. (99SOL03)	\$50,000	\$ 40,000	\$ 50,000
Solano County (SCI)	Integrated Transit Service (99SOL04)	\$48,000	\$ 35,000	\$ 42,820
Solano County (Trans.)	Green Valley Bike Route (99SOL05)	\$95,000	\$ 42,000	\$ 42,000
STA	Citylink Route 30 (99SOL06)	\$5,000	\$ 5,000	\$ 5,000
STA	Solano Electric Infra. (99SOL07)	\$60,000	\$ 30,000	\$ 30,000
City of Vallejo	Police Bikes (99SOL08)	\$11,546	\$ 8,500	\$ 8,500
City of Vallejo (Public Works)	Solano Bikeway (99SOL09)	\$190,000	\$ 23,893	\$ 23,893
City of Vallejo (Vallejo Transit)	Electric Charger (99SOL10)	\$ 62,000	\$ 62,000	\$ 10,000
City of Vallejo (Vallejo Transit)	Mare Isl. Employee Shuttle (99SOL11)	\$20,000	\$ 20,000	\$ 50,000
City of Vallejo (Vallejo Transit)	Electric Vehicles (99SOL-)	-	-	\$ 16,000
TOTAL		\$611,924	\$308,209	\$ 320,029
AVAILABLE		\$320,029	\$320,029	\$320,029
UNALLOCATED		\$11,820	\$11,820	\$0

c:/tfca9900/TFCA Project Selection 1999-00.Revised1-12.xls

Revised 1-5-2000



DATE: January 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Management Consultant Services for Jepson Parkway Concept Plan

Background:

In December, staff developed a request for qualifications (RFQ) for the continuation of project management oversight services for Phase 1 of the Jepson Parkway Concept Plan. On December 6, 1999, the RFQ was mailed to approximately twenty-five consultants located in the greater Bay Area and Sacramento regions. Qualification statements for interested parties were due on December 22, 1999. STA received statements of qualifications from the following four firms.

- Grandy & Associates (incumbent)
- Quincy Engineering, Inc.
- Marshall & Associates/John L. Moe Civil Engineering
- Santana & Thompson, Inc.

Discussion:

After a complete review of the statements from the above firms, staff chose Grandy & Associates as the clear first choice for continuing project management services on Phase 1 of the Jepson Parkway Concept Plan. The recommendation for selecting Grandy was based on an assessment of the following selection criteria as listed in the RFQ:

1. Ability to meet the desired qualifications
2. Success with similar assignments
3. Availability to perform the work

All of the candidates displayed impressive credentials, experience and availability. Grandy & Associates, however, demonstrated more project-specific credentials than the other candidate firms did. As the incumbent project management consultant for Jepson, Bob Grandy has done an excellent job in accomplishing goals nearly identical to the ones stated in the RFQ. The STA Board, staff and the other involved jurisdictions positively recognize Mr. Grandy's leadership and coordinative skills. Mr. Grandy offered more long-range, multi-modal, multi-jurisdictional project planning experience than the other candidates did. Therefore, Grandy & Associates ranked highest in the first two criteria listed above.

Fiscal Impact:

The STA budget for services in calendar year 2000 is \$36,000 (STIP funds) with options for two additional one-year contracts.

Recommendation:

Authorize Executive Director to enter into contract with Grandy & Associates for management consultant services for Jepson Parkway Concept Plan not to exceed \$36,000 for calendar year 2000 with options for two one year extensions.



DATE: January 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Transportation for Livable Communities (TLC) Applications

Discussion:

The Cities of Rio Vista and Fairfield have submitted applications to MTC for Transportation for Livable Communities (TLC) capital grants. STA staff believes that both applications are the type of projects that the program was intended to promote. These projects will be competing with about 65 projects regionwide for \$18 million in available funding. The two applications are summarized below:

City of Rio Vista

This TLC application request for \$1.0 million would provide substantial streetscape improvements along the entire 4 blocks of Main Street. Improvements would include pedestrian improvements and landscaping. This project would directly tie in with other TLC/enhancement projects recently funded in the area including pedestrian and waterfront access improvements adjacent to Sacramento River.

City of Fairfield

This TLC application request for \$300,000 would provide substantial streetscape improvements along the curved portion of North Texas and West Texas Streets adjacent to Armijo High School. Improvements would include landscaping, new and sidewalk, fencing and public art. The project would provide enhanced pedestrian connections between the North Texas Redevelopment Project, the West Texas downtown commercial area and Solano County Government Center.

Attached are letters of support for each of these projects.

Fiscal Impact:

None

Recommendation:

Approve letters supporting TLC capital applications for the cities of Rio Vista and Fairfield.

Attachments

January 12, 2000

Mr. Larry Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

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

Dear Mr. Dahms:

On January 12, 2000 the Solano Transportation Authority supported the application request of the City of Rio Vista for a \$1.0 million TLC capital grant for their Main Street streetscape project.

This project would provide substantial streetscape improvements along the entire 4 blocks of Main Street. Improvements would include pedestrian improvements and landscaping. This project would directly tie in with other TLC/enhancement projects recently funded in the area including pedestrian and waterfront access improvements adjacent to Sacramento River.

We appreciate your consideration of this request and hope it will be funded.

Sincerely,

Rischa Slade
STA Chair

Cc: Mayor Fred Harris, City of Rio Vista
Marci Coglianesse, Councilmember and STA Board Member
Mr. Tom Bland, Community Development Director, City of Rio Vista,
Ms. Karen Frick, MTC

January 12, 2000

Mr. Larry Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Support for City of Fairfield's Transportation for Livable Communities
Capital Grant

Dear Mr. Dahms:

On January 12, 2000 the Solano Transportation Authority supported the application request of the City of Fairfield for a \$300,000 TLC capital grant for their North Texas/West Texas streetscape project.

This project would provide substantial streetscape improvements along the curved portion of North Texas and West Texas Streets adjacent to Armijo High School. Improvements would include landscaping, new and wider sidewalk, fencing and public art. The project would provide enhanced pedestrian connections between the North Texas Redevelopment Project, the West Texas downtown commercial area and Solano County Government Center.

We appreciate your consideration of this request and hope it will be funded.

Sincerely,

Rischa Slade
STA Chair

Cc: Mayor George Pettygrove, City of Rio Vista
Steve Lessler, City Councilmember and STA Board Member
Mr. Brian Miller, Community Development Department
Ms. Karen Frick, MTC



DATE: January 5, 2000
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: Appointment to the Paratransit Coordinating Council (PCC)

Background:

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

Jerry Coy who works with the Solano Network of Mental Health Clients in Vallejo has been attending the PCC over the last six months and has expressed an interest in becoming a voting member. Mr. Coy has also submitted a letter of interest. Mr. Coy is very active in the transit community and assists many individuals in learning how to use the transit systems in Solano and the Bay Area. Mr. Coy has been suffering from an illness and staff honored him with a certificate of appreciation, for both his past participation (as a non-voting member) with the PCC and his work with helping people learn to ride transit, at an event held in his honor on December 30.

Recommendation:

Staff and the PCC recommend the STA Board approve the PCC appointment of Jerry Coy to represent the Solano Network of Mental Health Clients under the Social Service Provider category of the PCC.

Attachments

**Solano Network
of
Mental Health Clients**

1745 Enterprise Drive
Building 2- Suite 2-M
Fairfield, CA 94533
&07-421-4840

August 13, 1999

Solano County Paratransit Coordinating Council
333 Sunset Avenue, Suite 200
Suisun, CA 94585

Dear Sir or Madam:

I am writing to introduce Mr. Jerry Coy. Solano Network of mental Health Clients request that you accept Mr. Coy as our representative to your organization as our membership voted him in for this position. He has agreed as our representative, to carry our concerns to your meetings, and to update us on ongoing discussions occuring at your meetings.

Thank you for your cooperation and consideration of this matter.

Sylvia M. Carleton
Director of Services



PCC MEMBERSHIP LIST
(revised January 3, 2000)

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
----------------	--------	-----------	-----------

Voting Members:

Transit Users

1.	Elderly	Vacant	Vacant
2.	Low Income	Vacant	Vacant
3.	Handicapped	Fred Ramsey 678-1531	Gloria G. Davis 12/00

Members-at-Large

4.	Member-at-Large	Vacant	Vacant
5.	Member-at-Large	Chris Robertson	Todd Harris 9/02

Public Agencies

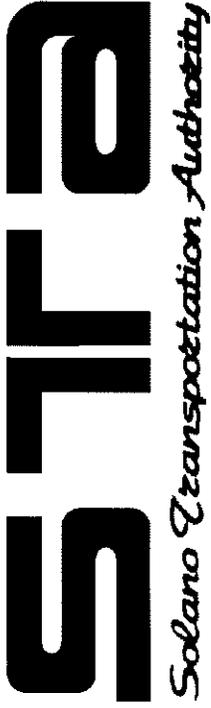
6.	Education-Related	Cat Evanson Solano Community College 421-2521	Ted Harding 8/00
7.	Solano County	Abe Bautista 421-6605	Richard Sibley 12/00 421-6638

Social Service Providers

8.	Independent Living Resource	Gerald Cohen 435-8174	Bea Tiger 10/00
9.	Yellow Cab Vallejo/Benicia	Marcia Kent 745-4040	Zora Mangat 12/00 Fairfield Yellow Cab
10.	MV Transportation Co,	Larry Schwahn 649-1999	Vacant 3/02
11.	Solano Network of Mental Health Clients	Jerry Coy 421-4840	Vacant 1/03
12.	MTC Elderly & Disabled Representative	Jim Simon 451-2219	Ed Watson 12/00

Non-Voting Members:

1.	Benicia Transit	Alan Nadritch	Evelyn Hayden N/A
2.	Caltrans District 4	Burdette Conner	N/A
3.	Dixon Read-Ride	Randy Davis	Vanessa Klaiber N/A
4.	Fairfield/Suisun	Kevin Daughton	Mike Dulude N/A
5.	MTC	Alix Bockelman	N/A
6.	Rio Vista Transit	Michael Lee	N/A
7.	Solano County	John Gray	N/A
8.	Vacaville	Trent Fry	N/A
9.	Vallejo Transit	Pam Belchamber	Marci Malaster N/A



Certificate of Appreciation

Jerry Coy

*In recognition of your participation with the Solano Paratransit
Coordinating Council and contributions to independent transit
mobility for Solano County residents*

Daryl K. Halls

Daryl K. Halls, STA Executive Director

Jim Simon

Jim Simon, Solano PCC Chairman



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Deputy Director for Projects

Background:

During the recruitment process for the Deputy Director for Projects position, John Harris, the selected candidate, had requested one week of vacation leave credit be provided at the initiation of employment with the STA. STA's personnel policies and procedures provide new employees with 10 days of vacation per year during the first five years of employment. Vacation accrual begins when employment is initiated. Prior to accepting the position, John Harris notified me of a family vacation planned and reserved for mid – January. This was the basis for his request for one week of vacation.

In November 1999, the STA Board approved the salary range for the position, but staff was unaware that authorization for the requested one-week vacation credit is not identified in the STA's personnel policies and procedures.

Discussion:

Based on the lack of certainty regarding authority for the Executive Director to authorize the request, it is recommended that approval of this request be made by the STA Board. John Harris is a well qualified and experienced transportation professional. The STA is fortunate to be able to employ a person of his diverse talents. An important immediate benefit the STA realized when John Harris was hired was derived from his willingness to begin his employment within two weeks of being offered the position. This provided the STA with the opportunity to accelerate his job training and has helped facilitate the rapid transition of several key projects to Harris from other STA staff.

I am recommending the STA board support authorizing the Executive Director to provide one week of vacation credit for the Deputy Director for Projects. All other benefits provided would be consistent with those provided for STA employees.

Recommendation:

Authorize Executive Director to provide Deputy Director for Projects with 40 hours of vacation credit commensurate with initiation of employment with the STA.



DATE: January 5, 2000
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: STA Transportation Acronyms

Background:

The transportation field is inundated with acronyms that are often used to describe things such as funding programs, project delivery process steps, and agencies that we at the STA come in contact with and refer to in staff reports. Staff has created the attached list of acronym definitions that are most commonly referred to in the STA Board meetings.

Staff proposes to include the attached acronym list in every STA Board packet as a reference tool.

Recommendation:

For information only

Attachment

A c r o n y m s

ABAG	Association of Bay Area Governments	NCTPA	Napa County Transportation Planning Agency
ADA	Americans with Disabilities Act	NHS	National Highway System
BAAQMD	Bay Area Air Quality Management District	OTS	Office of Traffic Safety
BCDC	Bay Conservation and Development Commission	PCC	Paratransit Coordinating Council
CEQA	California Environmental Quality Act	PMS	Pavement Management System
CARB	California Air Resource Board	POP	Program of Projects
CCTA	Contra Costa Transportation Authority	PSR	Project Study Report
CHP	California Highway Patrol	RFP	Request for Proposal
CIP	Capital Improvement Program	RFQ	Request for Qualification
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTP	Regional Transportation Plan
CMP	Congestion Management Program	RTPA	Regional Transportation Planning Agency
CNG	Compressed Natural Gas	SACOG	Sacramento Area Council of Governments
CTC	California Transportation Commission	SHOPP	State Highway Operational Protection Program
DBE	Disadvantage Business Enterprise	SOV	Single Occupant Vehicle
DOT	Federal Department of Transportation	SRTTP	Short Range Transit Plan
EIR	Environmental Impact Report	STA	Solano Transportation Authority
EIS	Environmental Impact Statement	STAF	State Transit Assistance Fund
EPA	Federal Environmental Protection Agency	STIP	State Transportation Improvement Program
FHWA	Federal Highway Administration	STP	Surface Transportation Program
FTA	Federal Transit Administration	TAZ	Transportation Analysis Zone
GIS	Geographic Information System	TCI	Transit Capital Improvement
HOV Lane	High Occupancy Vehicle Lane	TCM	Transportation Control Measure
ISTEA	Intermodal Surface Transportation Efficiency Act	TDA	Transportation Development Act
ITIP	Interregional Transportation Improvement Program	TEA	Transportation Enhancement Activity
JPA	Joint Powers Agreement	TEA-21	Transportation Efficiency Act for the 21 st Century
LOS	Level of Service	TIP	Transportation Improvement Program
LTF	Local Transportation Funds	TLC	Transportation for Livable Communities
MOU	Memorandum of Understanding	TOS	Traffic Operation System
MPO	Metropolitan Planning Organization	YSAQMD	Yolo/Solano Air Quality Management District
MTC	Metropolitan Transportation Commission		
MTS	Metropolitan Transportation System		



DATE: January 4, 2000
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Sharon Banks Memorial

Discussion:

This past month, Sharon Banks, the Executive Director for AC Transit passed away (see special acknowledgements). In lieu of flowers or a plaque and at the request of the Banks' family, the Executive Committee has requested the STA donate \$100 toward the AC Transit scholarship fund in her name. Staff recommends the \$100 donation be allocated from the services and supplies section of the STA's Operations Budget.

Fiscal Impact:

\$100 donation would be credited to the STA's services and supplies budget.

Recommendation:

Approve donation of \$100 to AC Transit scholarship fund in the name of Sharon Banks.



DATE: January 5, 2000
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: 2nd Cycle TEA-21/STP/CMAQ

Background:

STA staff has been working with the STA TAC and SolanoLinks Consortium to recommend policies pertaining to the final three years of STP/CMAQ funding. MTC will be distributing the TEA-21 Cycle 2 funds through five programs: 1) County Rehabilitation Program, 2) Customer Service Program, 3) Transportation for Livable Communities Program, 4) Corridor Management Program, and 5) Regional Transit Program. Solano County also receives CMAQ funds for the Yolo/Solano Air Basin, referred to as Eastern Solano CMAQ.

On November 10, 1999, the STA Board approved the following policies: 1) confirmation of the need for Corridor Management Projects, 2) adoption of a mode split of 12% transit/88% roads for the County Rehabilitation Program, and 3) adoption of the emphasis areas for the three corridors in Solano County.

At the October 27, 1999, staff from the Metropolitan Transportation Commission (MTC) announced that due to an accounting error Solano County had erroneously been over allocated STP/CMAQ funding during the 1st Cycle of TEA 21. Essentially, MTC staff had double counted the Eastern Solano CMAQ separately and as part of Solano County's regional total. Due to this announcement, TAC actions on policies pertaining to how to program Corridor Management and Eastern Solano CMAQ funds, and determining the funding source for Low Cost Safety Projects were delayed.

STA staff has met with MTC on two occasions to discuss options for addressing the issue. MTC staff has offered to hold Solano County harmless for 1st cycle funding and projects, but is insistent that the over allocation be remedied during the 2nd cycle.

Discussion:

There are several policies that remain for consideration:

1. Should eastern Solano CMAQ funds be programmed separately or should a proportionate share (based on eastern Solano's share of the region) of regional air quality programs be credited against these funds?

2. Should Low Cost Safety Projects be funded off the top or compete as part of the existing program categories?
3. As a result of the reduced amount of funds available for the 2nd Cycle program, should the mode split for roads/transit be revisited?

Eastern Solano CMAQ

The first policy issue for consideration pertains to the programming of eastern Solano CMAQ funds. A total of \$3.3 million is available to be programmed as part of the 2nd Cycle for TEA 21. Based on MTC's current regional rules governing the 2nd Cycle program, this amount counts against Solano County's county bid target of \$10.654 million leaving a total of \$7.354 million of STP and Bay Area CMAQ funds as the remaining sources of funding.

Option #1 – Stand Alone Option

This option consists of continuing to program eastern Solano CMAQ funds separately and utilizing the remaining \$7.354 million available to program the county rehabilitation and corridor management programs. STA staff is recommending that the percentage funding split between the county rehabilitation and corridor management programs remain the same as identified initially by MTC. This provides a linkage between the types of funds that fund each program (county rehabilitation is funded primarily by STP funds and corridor management is funded by Bay Area CMAQ funds) and provides some relative consistency between the two programs.

Option #2 – Flexibility Option

This option is based on proposed program flexibility that has been offered by MTC. Several regional air quality programs are funded by regional CMAQ funds and a portion of eastern CMAQ funds can be used for this purpose (see attachment). If Solano County is interested in utilizing flexibility to increase the amount of funds available, in the county rehabilitation program for example, a proportionate share of these programs that benefit Solano County can be credited toward eastern Solano CMAQ funds. The end result would be a reduction in the amount of eastern Solano CMAQ funds to be programmed locally, coupled with an increased amount of county rehabilitation and/or corridor management program funding.

The total amount of county funds programmed does not change with either option.

Low Cost Safety Projects

In the Cycle 1 process, the STA used \$594,000 in funds off the top of the County Rehabilitation Program for Low Cost Safety Projects. With the reduction in overall funds for Solano County, staff recommends this policy be examined for the effect on the reduced amount of funding. Options include taking a reduced amount of funding off the top or letting these projects compete within the existing Corridor Management Program on their merit.

Roads/Transit Mode Split for County Rehabilitation

The STA Board previously approved a mode split of 88% for roads and 12% for transit. Staff believes this item warrants discussion in the context of the final decisions made for the Eastern

Solano CMAQ and Low Cost Safety Projects. Options include maintaining the 88%/12% split, or considering the Consortium recommendation of 79%/21%.

Detailed below are the options discussed at the Consortium and TAC in December (attached flow charts represent the following two options and derivatives of those options).

Consortium Recommendation (OPTION 1A)

The Consortium recommended the Flexibility Option for the Eastern Solano CMAQ funds. The Eastern CMAQ funds that were “flexed” to eligible projects in the eastern part of Solano County reduced the amount of Eastern CMAQ funds programmed at the local level to \$2.127 million (see attachment for details on how this number was derived). The remaining funds were split into the Corridor Management and County Rehabilitation programs (29%/71%) based on MTC’s initial calculations. The Consortium also recommended the road/transit split be revised to 79%/21% based on the lower fund estimate and the ability to complete projects with the amount of funding available. The Consortium also recommended that projects be assigned funding based upon air basin benefit rather than limiting programs to project sponsors that are located in the air basin.

STA TAC Recommendation (OPTION 2A)

The TAC recommended the Stand Alone Option for the Eastern Solano CMAQ funds (4 to 2 vote). This proposal includes Eastern Solano jurisdictions programming \$3.3 million at the local level. The remaining funds were split into the Corridor Management and County Rehabilitation programs (29%/71%) based on MTC’s initial calculations. Low Cost Safety is proposed to come off the top of the County Rehabilitation program at a total of \$350,000 and is proposed to only be eligible to Western Solano jurisdictions. The TAC recommended the road/transit split remain at 88%/12%. The TAC also recommended that projects be assigned funding based upon project sponsors that are located in an air basin rather than the air basin the project will benefit.

Impacts on Low Cost Safety Projects

Based on the TAC recommendation, it was specified that the Low Cost Safety project funds were only available to the western jurisdictions. If this component of the TAC recommendation is approved, two low cost safety projects in the eastern part of the County will not be eligible for funding as they are not CMAQ eligible with only the Eastern Solano CMAQ program available to those jurisdictions.

Some options available to program Low Cost Safety Projects include:

1. STA TAC Recommendation – Lump sum off the top of the County Rehabilitation Program (see Option 2A and 2B diagrams).
2. Consortium Recommendation – Fund Low Cost Safety Projects on merit through Corridor Management and Eastern Solano CMAQ programs.
3. Allow Eastern Solano jurisdictions to apply for Low Cost Safety Projects under the STA TAC Recommendation.

Impacts on Regional Transit Projects

The Regional Transit Projects funds will be made up entirely with CMAQ funding. Based on the Flexibility Option, about \$500,000 of Regional Transit funding would be assigned to transit projects benefiting the Eastern Solano air basin (i.e. Eastern CMAQ funds would be “flexed” to the Regional Transit Program). Based on the Stand Alone Option, Eastern Solano air basin jurisdictions would receive all their CMAQ funding in one lump sum, and would not receive any projects from the Regional Transit program.

Fiscal Impact:

None

Recommendation:

1. Approve policy to program Eastern Solano CMAQ funds.
2. Approve policy to program Low Cost Safety Projects.
3. Approve policy regarding mode split for roads/transit for the County rehabilitation program.

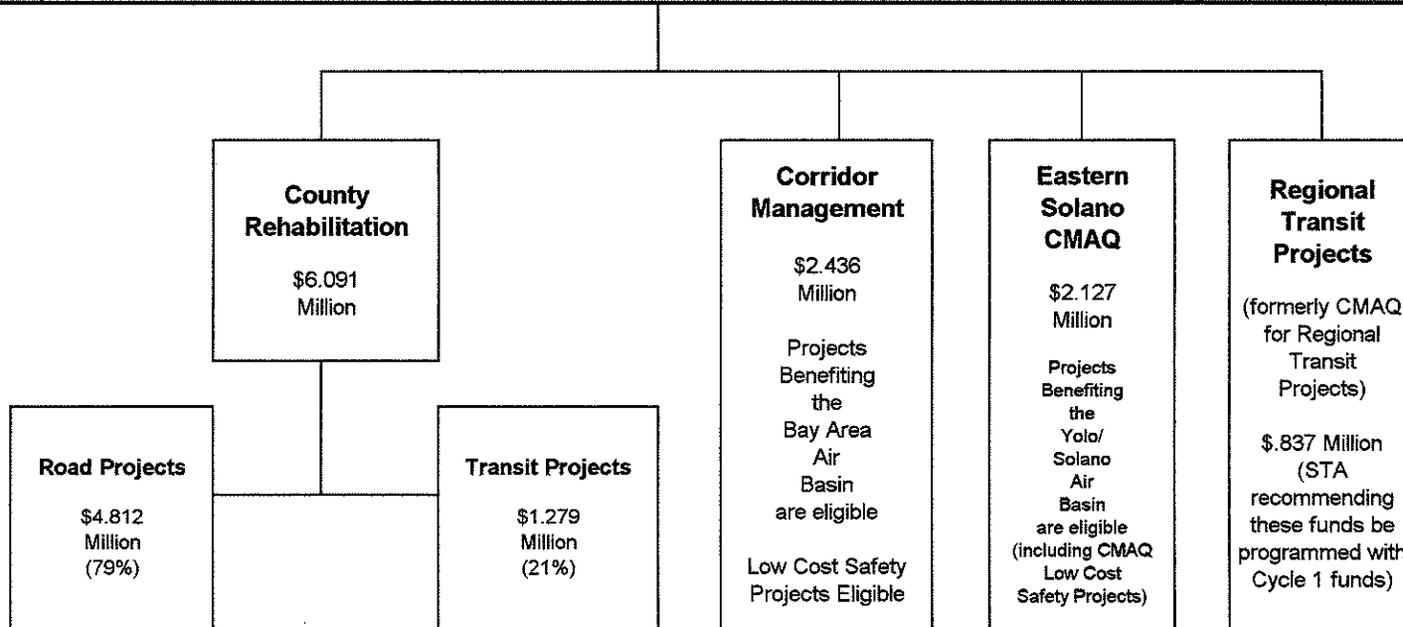
Attachment

2nd CYCLE

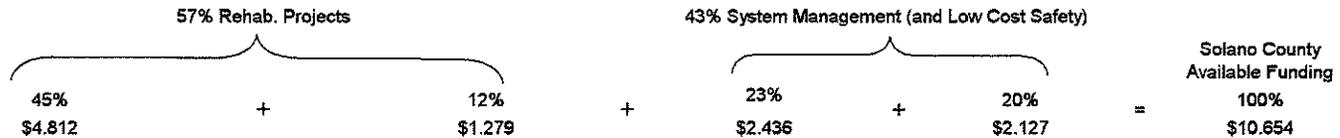
Proposed Programming for FY 2000/2001, 2001/2002, and 2002/2003

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

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



Option 1A Consortium Recommendation
 Key points:
 -Flexibility Option
 -79/21% Road/Transit Split
 -Funds distributed based on air basin project benefits, not the air basin the jurisdiction is in

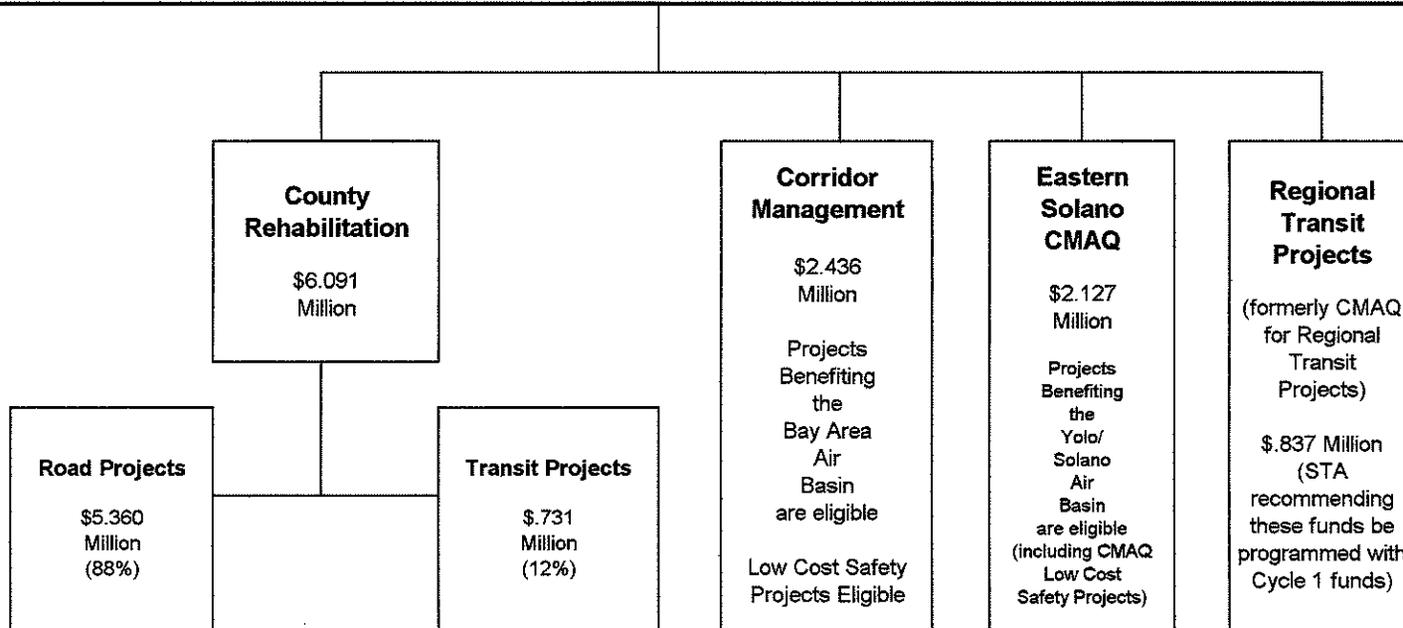


2nd CYCLE

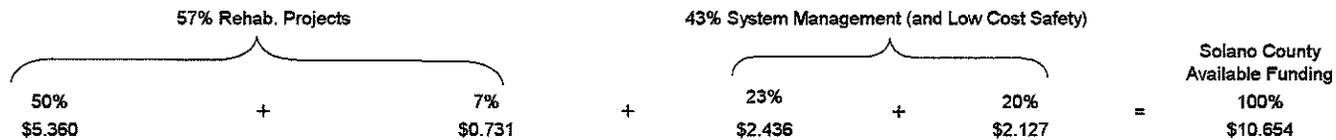
Proposed Programming for FY 2000/2001, 2001/2002, and 2002/2003

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

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

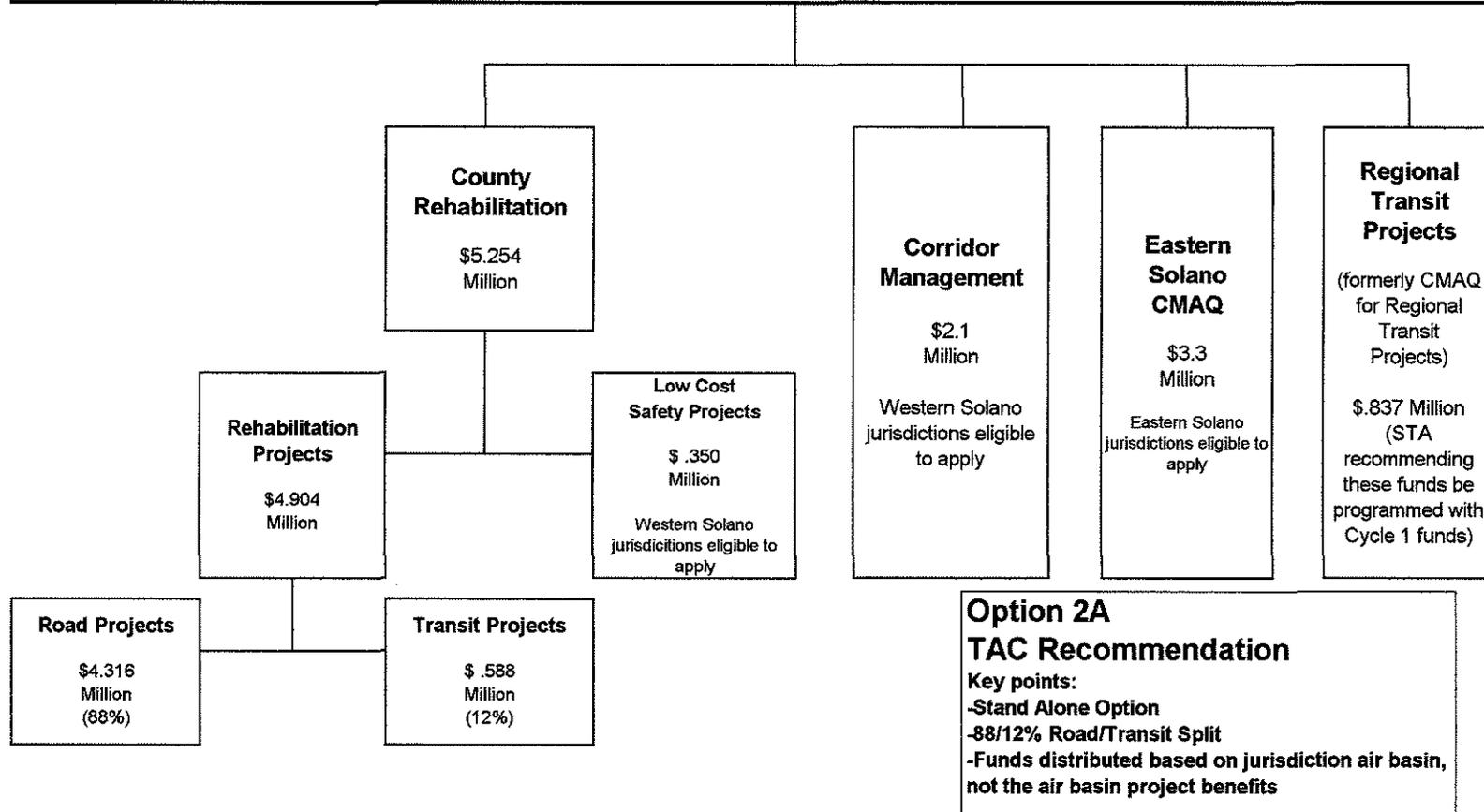


**Option 1B
Consortium Recommendation
with TAC mode split**



2nd CYCLE

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



**Option 2A
TAC Recommendation**
 Key points:
 -Stand Alone Option
 -88/12% Road/Transit Split
 -Funds distributed based on jurisdiction air basin, not the air basin project benefits

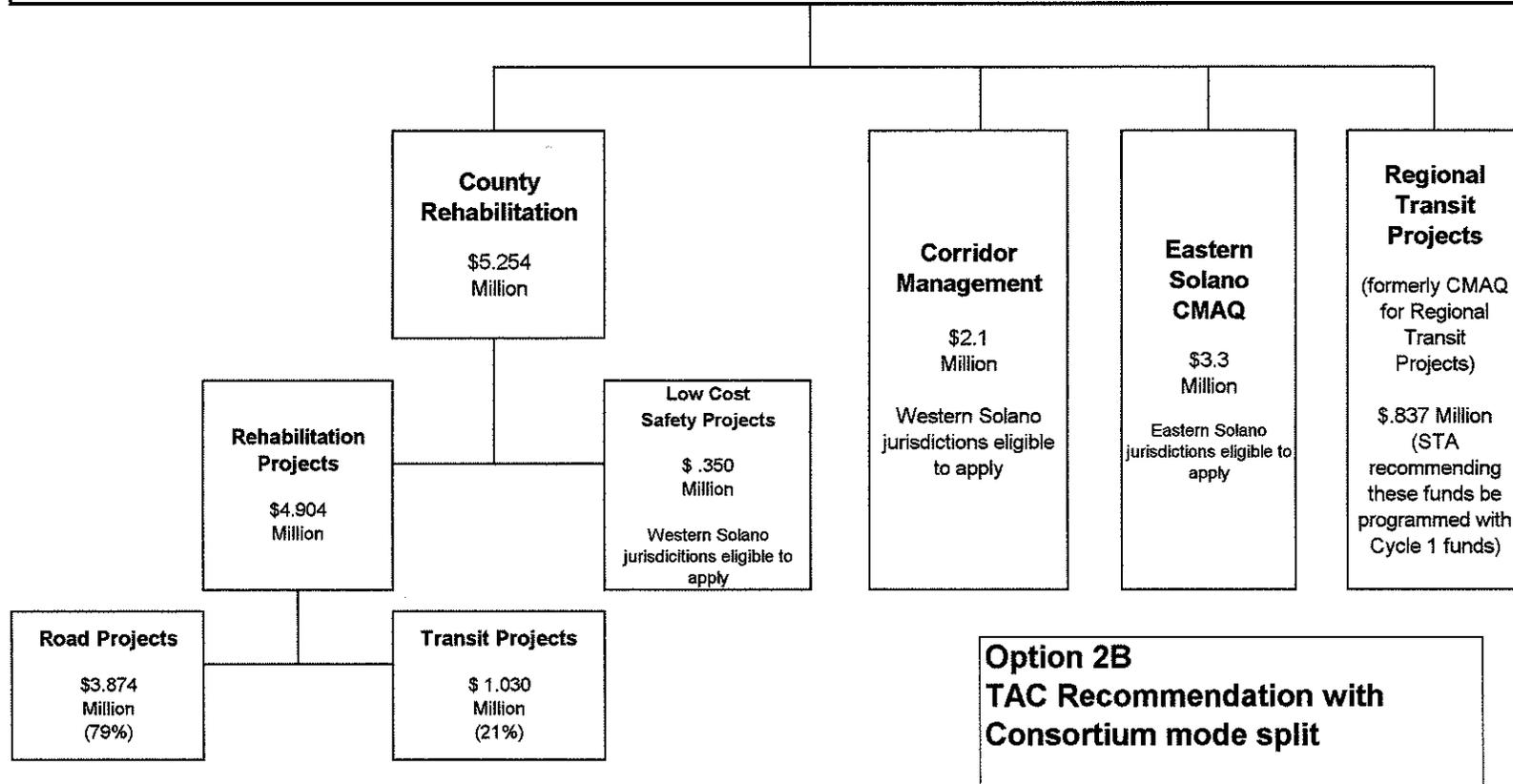
46% Rehab. Projects			51% System Management			Solano County Available Funding
41%	+	6%	+	3%	+	100%
\$4.316		\$0.588		\$0.350		\$10.654
				20%	+	31%
				\$2.100		\$3.300
						=

2nd CYCLE

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

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

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



**Option 2B
TAC Recommendation with
Consortium mode split**

46% Rehab. Projects			51% System Management			Solano County Available Funding
36%	+	10%	+	3%	+	100%
\$3.874		\$1.030		\$0.350		\$10.654
				20%	+	31%
				\$2.100		\$3.300
						=

Summary of Project Submittals and Fund Distribution Policy

(in thousands of dollars)

			Funding Available Under the Consortium Recommendation OPTION 1A	Funding Available Under the Option 1B	Funding Available Under the TAC Recommendation OPTION 2A	Funding Available Under the Option 2B
	Number of Projects Submitted	Projects Submitted for TEA-21 Cycle 2 Funds	-Flexibility Option -79/21% Mode Split -Low Cost Safety competes with Corridor Management and Eastern Solano CMAQ projects	-Flexibility Option -88/12% Mode Split -Low Cost Safety competes with Corridor Management and Eastern Solano CMAQ Projects	-Stand Alone Option -88/12% Mode Split -Low Cost Safety taken off the top, only Western Solano jurisdictions eligible	-Stand Alone Option -79/21% Mode Split -Low Cost Safety taken off the top, only Western Solano jurisdictions eligible
County Rehabilitation Program Road Projects	43	\$9,881	\$4,812	\$5,360	\$4,316	\$3,874
County Rehabilitation Program Transit Projects	10	\$6,770	\$1,279	\$731	\$588	\$1,030
Corridor Management Projects	13	\$10,484	\$2,436	\$2,436	\$2,100	\$2,100
Low Cost Safety Projects Western Solano Jurisdictions	7	\$765			\$350	\$350
Low Cost Safety Projects Eastern Solano Jurisdictions	4	\$325	\$2,127	\$2,127	\$0	\$0
Eastern Solano CMAQ Projects	9	\$6,745			\$3,300	\$3,300
TOTALS		\$30,916	\$10,654	\$10,654	\$10,654	\$10,654

Note - Some projects eligible for multiple funding programs, therefore total project submittal is less than the sum of the six programs

FLEXIBILITY OPTION CALCULATIONS

Eastern Solano CMAQ Revenue Estimate		
TOTAL 6 YEAR PROJECTION	\$	5,993.2
Programmed in Cycle 1	\$	2,693.2
Remaining Funds	\$	3,300.0

Projects Programmed in Cycle 1 that could be assigned to Eastern Solano CMAQ funds		
CYCLE 1, Projects already programmed		
Regional Projects	\$	3.5 TETAP
	\$	3.5 TETAP
County Rehabilitation Fund Projects	\$	26.0 Dixon lighted x walk
	\$	26.0 Rio Vista lighted x walk
	\$	26.0 Vacaville lighted x walk
	\$	8.0 X walk signage - Vacaville
County Enhancements	\$	85.0 Rio Vista TEA
	\$	95.0 Vacaville TEA
Subtotal	\$	273.1
NOT YET PROGRAMMED FUNDS		
CYCLE 1 funding that has not yet been programmed		
	\$	232.30 Regional Transit CMAQ
Subtotal	\$	232.30
CYCLE 2 funding that has not yet been programmed		
Customer service	\$	10.6 TETAP (unknown if E Solano will receive)
	\$	278.8 Translink
	\$	378.0 Regional Transit CMAQ
Subtotal	\$	667.5
TOTAL	\$	1,172.8

Remaining Funds	\$	3,300.0
minus above projects	\$	1,172.8
Remaining Eastern CMAQ for Programming	\$	2,127.16



DATE: January 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano County Comprehensive Transportation Plan

Discussion:

As part of the Solano County Comprehensive Transportation Plan, it is proposed that the following scopes of work and expenditures be authorized:

1. GIS Maps

It is proposed that the Plan include a substantial amount of high quality, full color GIS maps. These maps would first be used as base maps in the committee meetings to illustrate each of the major needs, projections and projects. Then the same base maps would be used to develop alternative scenarios and draft and final maps for the plan. It is proposed that each of the maps will be placed on the STA's web site along with power point presentations as they are developed.

Staff has already discussed some of the various mapping needs with the Association of Bay Area Governments (ABAG) who has a substantial in-house GIS program. MTC also uses GIS for various transit and road purposes. STA staff is convinced that between these two agencies there is very high quality GIS mapping services available at reasonable prices. Each map would first be produced at a large size (i.e. about 36 inches by 36 inches), then an electronic file (i.e. JPEG) and eventually a document size (i.e. 11" x 17") for use in the final report.

It is expected that the mapping in the full first year (through at least December 31, 2000) would be approximately \$20,000, with the actual amount depending on the number and quantity of maps ordered. An additional budget allocation may be needed to complete the list of maps and develop a number of smaller 11" X 17" maps and related charts and graphs for the draft and final Comprehensive Transportation Plan.

Attached is a preliminary list of the various maps that would be proposed for the entire planning process (see Attachment A). It is expected that the first few maps (i.e. maps numbers 1-10) would be ordered during the first 6-8 months of the planning process for use at each of the three subcommittee meetings.

2. Transportation Consultant

A transportation consultant would be retained to work directly with STA staff and conduct various technical work for the plan including the following major products:

1. Prepare a preliminary countywide traffic analysis of existing and projected conditions.
2. Conduct more detailed traffic analyses of major proposed projects.
3. Review the various transportation needs and modes with recommendations for each one.
4. Develop consistent cost estimates for each of the major projects.
5. Assist the STA and the traffic modeler develop some "what if" alternative scenarios for development of the final plan.
6. Write technical reports for the plan, particularly relating to traffic impacts and needed roadway improvements

It is expected that the first report of our transportation consultant would be presented at a meeting of the Arterials, Highways and Freeways Subcommittee, and then used as a technical report for the Plan. The remaining tasks will be needed during the second year of the planning process and would be used for the development of various alternatives and the development of the text on the roadway section of the Plan. It is expected that the first two tasks (about the first six months of this contract) is expected to be about \$40,000. Attached is a proposed preliminary Scope of Work. (see Attachment B)

3. February 4, 2000 STA Board Retreat

The STA Board Retreat, to be held on February 4, 2000 at the Hiddenbrooke Country Club, is being planned to kick-off the Comprehensive Transportation Plan and focus on all key transportation policies and issues. A facilitator would be retained to assist with the discussions and summarize the major comments. A special Board meeting room is being rented and a buffet lunch will be provided. It is anticipated the retreat will be an enlightening discussion of all of the major long-range transportation issues in Solano County and will set the vision, goals and objectives for the entire two year planning process. It is requested that up to \$3,000 be budgeted to cover all costs of the retreat.

Fiscal Impact:

These actions would commit \$63,000 of the \$68,000 of the unallocated funds budgeted for preparation of the Comprehensive Transportation Plan during 1999-00.

Recommendation:

- 1.) Approve the scope of work for consultant services for GIS mapping not to exceed \$20,000;
- 2.) Approve the scope of work for transportation consultant services for Phase 1 to prepare certain transportation analyses in the amount of about \$40,000; and
- 3.) Authorize up to \$3,000 for facilitation services, room rental and other costs for the February 4, 2000 STA Board Retreat.

Attachment A

GIS Mapping
Solano County Comprehensive Transportation Plan
1999-01 Preliminary Scope of Work

Prepare full size, electronic files and document copies of the following maps:

1. Current countywide aerial photograph with all major arterials, freeways and highways identified.
2. Current countywide map of all streets in Solano County based on Thomas Brothers maps or equivalent.
3. General existing conditions of major roads in Solano County including freeways, highways and arterials.
4. Existing peak hour and 24 hour traffic volumes for all major arterials, highways and freeways.
5. Generalized land uses, open spaces and spheres of influence for all Solano jurisdictions based on available general plan and open space data.
6. Projected traffic volumes and levels of service for all major arterials, highways and freeways for 2005, 2010 and 2020 based on countywide traffic model.
7. Two air basins and existing air quality conditions for Solano County.
8. Existing and proposed bicycle and pedestrian routes.
9. Existing and proposed intercity transit, routes, ridership, and facilities (including buses, rail and ferry).
10. Existing and proposed park and ride lots, HOV lanes, and fueling and maintenance facilities.
11. Proposed roadway improvements including additional and improved lanes, interchanges, bridges, major intersections, interconnected signals, "smart corridors", and traffic operation systems (TOS).
12. Three alternative Comprehensive Transportation Plan maps showing the following emphasis scenarios:
 - A. Roadways
 - B. Transit
 - C. Alternative Modes
13. Draft Comprehensive Transportation Plan
14. Final Comprehensive Transportation Plan

Approximately 1-3 copies of each full size map map (about 36" by 36") will be needed, along with about 50 plan size copies (11" X 17") in full color. Electronic JPEG files will be needed for Power Point presentations.

Attachment B

**Transportation Consultant
Solano County Comprehensive Transportation Plan
1999-01 Preliminary Scope of Work**

Phase 1 - Preliminary Traffic Analysis

No later than June 30, 2000, the transportation consultant shall complete the following tasks:

1. Review the roadway needs surveys, transportation studies, traffic analyses, and project study reports for each of the member jurisdictions, MTC and Caltrans.
2. Conduct field observations of peak hour traffic patterns for major arterials, highways and freeways in each of the eight member jurisdictions. Review traffic and level of service projections for 2000, 2005, 2010 and 2020 from the countywide traffic model. Prepare a preliminary countywide traffic analysis report. Present analysis to the Arterials, Highways and Freeways Subcommittee and the Transportation Steering Committee.

Phase 2 - Detailed Traffic and Transportation Analyses

No later than June 30, 2001, and subject to additional budget allocations, the transportation consultant shall complete the following tasks:

1. Based on the preliminary traffic analysis report, and based on discussions with the Arterials, Highways and Freeway Subcommittee, conduct more detailed traffic analyses of key roadway projects (at least one located in each of the member jurisdictions).
2. Review the reports on other various transportation modes (i.e. transit, bikes, HOV lanes, etc.) and develop a technical analysis of preliminary costs, benefits and priorities of roadways as compared to the other modes.
3. Assist the STA and the traffic modeler conduct some "what if" alternative scenarios for development of the final plan.
4. Develop final cost estimates for each of the proposed major projects in the plan for each mode.
5. Write the Arterials, Highways and Freeways Element of the Plan and submit it to the Arterials, Highways and Freeways Subcommittee, Transportation Steering Committee and STA Board for approval.
6. Assist STA staff in the review and development of other tasks, as needed, to help complete the final Solano County Comprehensive Transportation Plan by September 2001.



DATE: January 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects and Matt Todd, Program Manager/Analyst
RE: Consultant Services for Project Monitoring Assistance

Background:

As part of the development of STA's project monitoring program, staff issued a request for qualifications (RFQ) to consulting firms for providing project-monitoring assistance for the cities of Benicia, Suisun City and Rio Vista. In order to remain competitive for project funding, it is imperative that STA and its project sponsors comply with the timelines, project schedules and deadlines required by particular funding sources. To this end, Benicia, Rio Vista and Suisun City desire to retain a consultant to work with and ensure such compliance. Each of these cities earmarked \$10,000 for this consultant on a project by project basis. The STA Board has also approved an allocation of \$10,000 to support this effort. The focus of this program will be on projects with obligation deadlines on or before September 30, 2000. (Consulting assistance may also be required through December 2000 for final reporting requirements).

Legal counsel has prepared a final draft memorandum of understanding (MOU) for STA and the cities and prepared a draft consultant contract.

Discussion:

As of the deadline of December 23, 1999, STA had received eight RFQs for these services. On Thursday, January 6, 2000, a selection committee with representatives from Benicia, Suisun City and STA will interview the five most qualified candidates. The consultants will be evaluated based upon the following:

- Ability to meet the desired qualifications
- Success with similar assignments
- Availability to perform the work
- Cost of services

STA staff will inform the STA Board of the recommended consultant before the scheduled Board meeting.

Fiscal Impact:

The cost of the consulting services is not to exceed \$10,000 (This amount is included in the project development budget).

Recommendations:

1.) Authorize Executive Director to enter into contract for consultant services for project delivery assistance for cities of Benicia, Rio Vista, and Suisun City not to exceed \$40,000, and 2.) Authorize Executive Director to enter into contract with cities of Benicia, Rio Vista and Suisun City defining funding arrangements and scope of project delivery assistance.



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Future STP/CMAQ Cycles for Solano County – Eastern Solano CMAQ

Background:

For the past four months, the STA has been working with the STA Board, STA TAC and SolanoLinks Consortium to develop policies for allocation of the 2nd Cycle TEA/STP/CMAQ funding. As mentioned previously, the final three years of funding will be programmed over the next two months. MTC will be distributing the TEA-21 Cycle 2 funds through five programs: 1) County Rehabilitation Program, 2) Customer Service Program, 3) Transportation for Livable Communities Program, 4) Corridor Management Program, and 5) Regional Transit Program. Solano County also receives CMAQ funds for the Yolo/Solano Air Basin, referred to as Eastern Solano CMAQ.

At the October 27, 1999 meeting of the STA TAC, staff from the Metropolitan Transportation Commission (MTC) announced that due to an accounting error Solano County had erroneously been over allocated STP/CMAQ funding during the 1st Cycle of TEA 21. Essentially, MTC staff had double counted the Eastern Solano CMAQ separately and as part of Solano County's county total. STA staff met with MTC staff to review the accounting error and to discuss MTC's current process and policies for allocating STP/CMAQ funds throughout the region, in particular in Solano County. The total amount over allocated was \$2.7 million. MTC staff has agreed to hold Solano County harmless for 1st cycle funding and projects, but is insistent that the over allocation be remedied during the 2nd cycle. The STA has two options for addressing this issue for the 2nd cycle (see item X.A.).

Long term, MTC's current policy for allocating STP/CMAQ funds is of great concern because it fails to recognize that Solano County is located within two separate air basins, with two different air quality designations. The Bay Area Air Basin is designated as non-attainment unclassified for ozone. The Yolo/Solano Air Basin is designated as a severe non-attainment for ozone (both basins meet federal attainment standards for carbon monoxide (CO) and particulate matters (PM 10)). Due to the more severe non-attainment status for the Yolo/Solano Air Basin, the eastern portion of Solano County (Dixon, Rio Vista, Vacaville and a portion of Solano County) receives a higher ratio of CMAQ funds.

Eastern Solano County CMAQ funds are allocated through a memorandum of understanding (MOU) between MTC and the Sacramento Council of Governments (SACOG). This MOU is necessary because SACOG is the Metropolitan Planning Organization (MPO) responsible for

allocating CMAQ funds within the Yolo/Solano Air Basin and Solano County is also located within the regional boundaries of MTC which serves as the MPO for the Bay Area region. This higher ratio of funds is currently not reflected in Solano County's county bid target.

During the first cycle of STP/CMAQ allocations, eastern Solano County received \$2.7 million in CMAQ funds and this amount will increase to \$3.3 million during the second cycle. MTC's current policy has established a county total for Solano County for both cycles based on its population share of the region. This policy is appropriate for allocating Surface Transportation Program (STP) funds that are not based on air quality factors, but is not appropriate for allocating CMAQ funds. Federal CMAQ apportionments are distributed based on population multiplied by factors for non-attainment and carbon monoxide. The worse the air quality attainment designation the higher ratio of CMAQ funds allocated. For each of the six years of TEA 21, the multiplier factor for the Bay Area has been .8 versus 1.3 for the Yolo/Solano Air Basin. This results in an increased weighted population factor of 139,057 being used for eastern Solano County over the actual population of 97,243. By applying MTC's rule across Solano County, the same air basin is only provided a population factor of 85,573. This will result in Solano County receiving approximately \$345,000 less per year over the six year cycle of TEA-21 (\$2.07 million total).

Discussion:

STA staff has met with MTC on two occasions to discuss options for addressing the issues of 2nd cycle allocation and future allocations under MTC's current provisions for STP/CMAQ allocation. MTC's current policy counts the eastern Solano CMAQ funds toward Solano County's bid target for allocation of regional STP/CMAQ funds and the county bid targets are based solely on regional population factors without addressing air quality designations. If eastern Solano CMAQ continues to increase, these funds will comprise a larger share of our county bid target and result in less Bay Area funds coming to Solano County. This outcome is counter to the intent of ISTEA and TEA 21 which prescribes higher ratios of CMAQ funds to air basins with more severe non-attainment designations.

Based on the need to address this inequity in future cycles, staff recommends STA pursue a modification of MTC's regional policy on future allocations of STP/CMAQ funds within Solano County to account for the non-attainment designations of both air basins. The over-allocation by MTC of the 1st cycle STP/CMAQ (first three years) currently compensates for the lesser amount of funding Solano County will receive during TEA-21 (although the allocation totals for the final three years of TEA 21 are only estimates and they may change). Attached is a chart that illustrates the current allocation of funding for both cycles and the amount of funding Solano County would anticipate receiving if MTC's current policy was amended to reflect the separate attainment factors for both air basins.

Recommendation:

Request MTC revise their regional rule and criteria (MTC Resolution no. 3053), pertaining to the allocation of STP and CMAQ funds, to ensure that the allocation of CMAQ funds within Solano County includes the non-attainment factors of both the Bay Area Air Basin and the Yolo/Solano Air Basin in determining county bid targets.

Attachment



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Red Top Slide Project

Background:

As noted in the December 1999 STA Board staffs report on the same topic, the Solano Transportation Authority (STA) has included the monitoring of the Red Top Slide area as a priority project since 1998. On December 17, 1999, Congressman Mike Thompson held a summit in Fairfield on the topic of the Red Top Slide area. The summit was attended by representatives from U.S. Senator Barbara Boxer, Congressmen George Miller and Doug Ose, State Senator K. Maurice Johannessen, and Assembly Members Helen Thomson. STA Board members Rischa Slade, Steve Lessler and Jim Spering were in attendance as were council members from the cities of Fairfield, Rio Vista, Suisun City and Vacaville.

In addition to providing a status report on efforts to mitigate the risk of future potential slides at Red Top, Caltrans released a Project Study Report (PSR) detailing the next phase of their efforts to continue to stabilize the Red Top Slide area. At the summit, Congressman Thompson requested Caltrans work with the City of Fairfield and the STA to form a subcommittee to monitor the progress of the project and ensure that communication lines remain open between Caltrans and affected agencies. City of Fairfield staff has requested that STA coordinate the formation of this subcommittee. This item will be agendaized for STA Board discussion in February 2000.

Discussion:

The PSR prepared by Caltrans District IV recommends splitting the project into two phases with three varied alternatives.

- 1) Alternative 1: a field of deep pumping wells, 45m to 90m depth, on a modified grid pattern over the slide mass, outside the highway right of way.
- 2) Alternative 2: Concrete-lined vertical drainage shafts, 30 m to 75 m deep, approximately 5 m diameter, with horizontal drains up to 215 m long radiating out at multi-levels from the shaft walls.
- 3) Alternative 3: Drainage gallery consisting of approximately 915 mm diameter drilled holes, belled at the bottom, interconnected and backfilled with suitable drain rock, along

a continuous line up to 1,340 m in length to form a cutoff to the flow of groundwater. A series of shorter drainage gallery lines may also be feasible.

Caltrans has submitted the Red Top Slide Project for consideration for \$8.2 million in funding from the 2000 State Highway Operations Protection Program (SHOPP) for phase I. Phase II will consider the results achieved in phase I and will expand on phase I. \$16 million for phase II will be submitted in a future SHOPP cycle. Phase I is scheduled to begin construction in July 2002 and to be completed July 2003. Phase II is scheduled to begin construction July 2003 and to be completed in July 2004.

In addition, Caltrans District IV has submitted the project for consideration as a candidate to participate in the new "Design-Sequencing Demonstration and Evaluation Program", a new pilot program created by the recent passage of AB 405. A total of six projects will be selected statewide to participate in this new program. Caltrans District IV feels that the Red Top Slide Project would be an ideal candidate for this new program due to the uncertainty surrounding the project and the flexibility envisioned with the "Design-Sequencing" program.

Based on information provided by Caltrans' staff, the request for 2000 SHOPP funding will likely be funded, but due to the limit of six pilot projects statewide for the design-sequencing pilot program, support from STA for this submittal is needed.

There is still a large amount of uncertainty surrounding the project. Staff from the STA and the City of Fairfield has reviewed the PSR and recommends supporting the Caltrans' submittal of the Red Top Slide project for consideration as a design-sequencing pilot project. This will provide Caltrans with the flexibility needed to continue to work to mitigate the slide area.

Recommendation:

Authorize Chair to forward a letter of support for Caltrans submittal of the Red Top Slide Project as a candidate project for design sequencing pilot program.



DATE: January 5, 2000
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: Consultant for Intercity Transit Plan

Background:

In 1995, the Intercity Transit Concept Plan was prepared. It was the Consortium's initial effort of developing a long term, 20 year transit plan. It identified various new and expanded intercity services into the Bay Area, Contra Costa, and Sacramento. It also proposed a new intra-county service from Vallejo to Vacaville and Davis. A number of these services have already been implemented. The plan also quantified a long-range goal for intercity transit ridership (11% of all commuters) from the approximate 3.5% ridership figure of five years ago. It also identified a phased increase in service and identified the required increase in capitol and operating costs in order to implement the entire plan.

In 1998, the Consortium developed a more focused 5-Year Intercity Transit Plan. This study's primary focus was on the expansion of Vallejo Transit Route 85 from Fairfield to Vacaville. A survey of potential Vacaville riders who were also students at Solano Community College was conducted. It showed a fairly strong long-term demand for that route extension. It is STA staff's understanding that the route extension is still a high priority but additional buses are needed to implement the service.

Discussion:

As part of the Work Plan for the SolanoLinks Consortium and included in the detailed tasks for the Solano County Comprehensive Transportation Plan, an updated long range Intercity Transit Plan is to be conducted during the next six months. A consultant will be retained to review and update the prior intercity plan. Any new intercity services proposed in any of the operators new short-range transit plans would be incorporated into the SolanoLinks Intercity Plan. This plan will become the core of the transit section of the new Comprehensive Transportation Plan.

Attached is the scope of work reviewed at the November and December Consortium meetings. The main work will be reviewing all current short range transit plans in the county; identifying and analyzing the routes that have been established since the preparation of the 1995 plan; analyzing the potential ridership demand; identifying new and modified routes and increased levels of service for the next 20 years; and providing long range costs and revenue sources to

fully expand the system to meet long range demand. A contract will be brought back for final approval after receiving responses from a RFP process.

Recommendation:

1. Approve the attached Scope of Work for the Solano Intercity Transit Plan.
2. Authorize the release of an RFP for the consultant services necessary to complete the update of the Solano Intercity Transit Plan based on the Scope of Work.

Attachment

**Preliminary Scope of Work
for
Solano Intercity Transit Plan Update**

1. Review all current short-range transit plans in the county. The 1995 Intercity Transit Concept Plan and the 1998 Intercity Transit plan.
2. Identify and analyze the routes that have been established since the 1995 and 1998 plans were prepared. Analyze the potential ridership demand for new and enhanced intercity transit services.
3. Develop a market survey (including origin and destination data) of existing and potential transit riders to determine ways to increase transit ridership throughout the county. Identify additional ways the SolanoLinks marketing program could become more effective.
4. Identify new and enhanced routes and increased levels of service proposed for the next 20 years based on five-year increments. Identify any overlapping transit services in the county and make recommendations to resolve any duplication per SB 1474.
5. Prepare an overall map of the transit services proposed for 2020.
6. Provide long-range costs and potential revenue sources to fully expand the system to meet long range demand. Identify ways to make the system (s) as cost effective as possible. Prepare a long range operating, capital and financial plan for all intercity services.
7. Identify new opportunities for joint marketing, joint equipment purchases, joint fueling and maintenance facilities, and coordinated planning, funding and operation of new and expanded services.
8. Identify opportunities for developing new services to the long range proposed ferry and rail stations.
9. Review existing transit schedules and make recommendations for improved timed transfers, especially between major intercity express routes between different systems including buses, ferry, BART and rail connections.
10. Consider a countywide fare policy for intercity services that would increase farebox return on peak hour commuter runs and increase ridership on non-peak hour runs. Outline any recommendations to improve transfers, monthly passes and additional incentives for first time riders to try transit.



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Draft 1999 Annual Report

Discussion:

Attached is copy of the Draft 1999 Solano Transportation Authority's Annual Report. The report provides a summary of the year in review, and a yearend status report on the STA's priority projects and goals/objectives for 1999. The Draft 1999 STA Annual Report is provided this month for your review and comment. The final report will be agendized for STA Board adoption at your February meeting.

Recommendation:

Review Draft 1999 Annual Report.

Attachment



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Legislation Report

Discussion:

In preparation for the 2000 legislative session, Solano Transportation Authority staff has prepared a draft legislative platform for review and consideration by the STA Board (see attached). The legislative platform is designed to guide the STA's legislative advocacy efforts during the forthcoming legislative year. The platform has been divided into ten policy areas that collectively cover the range of STA's transportation planning, programming, and administrative responsibilities.

The STA TAC and SolanoLinks Consortium have both reviewed the draft platform and provided requested amendments. Following STA board review, the draft platform will be forwarded to STA member agencies, regional partners, and members of Solano County's federal and state legislative delegation for review and comment. Staff recommends that the STA's Executive Committee be assigned the responsibility of identifying federal and state legislative priorities for the 2000 legislative year. These priorities will be agendaized for the STA Board in February in conjunction with the adoption of STA's 2000 Legislative Platform.

Recommendation:

1. Approve Draft 1999 Legislative Platform for distribution to STA member agencies, regional partners, and Solano County's federal and state legislators.
2. Assign responsibility for developing federal and state legislative priorities for the year 2000 to STA's Executive Committee and request list of priorities in conjunction with consideration of 2000 Legislative Platform.

Attachment

**Solano Transportation Authority
2000 Legislative Platform**

I. Air Quality

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Support legislation and regulations ensuring consistency between the California Clean Air Act and the federal Clean Air Act's transportation control measures and other requirements.
3. Monitor any changes to the conformity process involving the state implementation plan under the federal Clean Air Act.
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions are used to support transportation programs that provide congestion relief or benefit air quality.
5. Monitor legislation providing infrastructure for low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support a California exemption from the Clean Air Act to use the state's own equally effective reformulated gasoline requirements.
10. Support eliminating the 10 percent cap on California's share of U.S. Clean Air Act planning fund.
11. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
12. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
13. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

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

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.

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

Congestion Management

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

Employee Relations

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

Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support legislative efforts to restore the ability of counties to enact majority vote local option transportation sales taxes.
6. Support a State constitutional Amendment allowing a simple majority voter approval to extend existing transportation sales taxes in conjunction with locally adopted expenditure plans.
7. Advocate for legislative compromise, combining pay-as-you-go, local sales tax, and debt financing elements, to increase capital spending on transportation infrastructure. Mix should include local road maintenance, congestion relief, and transit investment.

8. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
9. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
10. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
11. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
12. Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.
13. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
16. Monitor the distribution of state transportation demand management funding.
17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

Liability

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

Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

IV. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

V. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

VI. Safety

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

VII. Transit

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



DATE: January 5, 2000
TO: STA Board
FROM: Rischa Slade, STA Chair
RE: Election of STA Chair and Vice Chair

Discussion:

The STA's Joint Powers Agreement stipulates that "The members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." This has traditionally taken place at the January meeting of each year.

Recommendation:

Elect new STA chair and vice-chair for 2000 calendar year.



DATE: January 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects and Dan Christians, Deputy Director for Planning
RE: Distribution of Transportation Needs Assessment Survey

Discussion:

The Solano Transportation Authority (STA) has submitted a 20 Year Needs Survey to each member agency as a first step in the development of the Solano County Comprehensive Transportation Plan. The information and projects in the Plan will serve as the focal point of STA's priorities for funding in the 2002 State Transportation Improvement Program (STIP), requesting future federal earmarks, providing input to the Metropolitan Transportation Commission's (MTC) next Regional Transportation Plan (RTP), and development of an expenditure plan for a potential sales tax measure.

The attached survey requests a considerable amount of information including current operational statistics and projects, and future agency goals and objectives. Questions pertaining to needs by transportation mode are further segregated into existing critical needs, enhanced needs and capacity increasing needs. Preliminary cost estimates are also included for each of these needs categories. The STA recognizes that this needs assessment survey will require significant input from your public works, planning and transit staffs. The participation of your agency in the needs assessment process is greatly appreciated.

STA will be contacting each public works director in early January to schedule a meeting to receive and discuss each agency's response to this survey. It is anticipated that this meeting will be scheduled in late January or early February.

Recommendation:

Information only

Attachment

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Purpose: This 20-year needs survey represents the first step in developing the Solano County Comprehensive Transportation Plan. The survey information will also be useful for the Regional Transportation Plan (RTP), the 2002 State Transportation Improvement Plan (STIP), potential earmarks and the successor to the Transportation Equity Act for the 21st Century (TEA-21). Some of the following questions may also be used at the retreat of the STA Board scheduled for February 2000.

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Regional and Countywide Projects

What are the most important unfunded freeway, highway and transit projects in your area?

What MTC funded regional transportation projects or programs are of the greatest benefit to your community (i.e. pavement management system, regional traffic model, Translink, freeway service patrol, Transportation for Livable Communities)? _____

What are the least important ones? _____

Once the two bridge projects (Carquinez and Benicia), the two freeway projects (Highway 37 and 12), the I-80/I-680 connector (auxiliary lane), and the Jepson Parkway projects are completed, what projects will represent your agency's highest priorities (other related roads, systems, or other traffic improvements on downstream portions of the road network)?

How do you rate the long-term importance (10-20 years) of HOV lanes on increasing capacity of the I-80 and I-680 corridors? Low Medium High
Why?

Assuming that by the year 2008, Solano freeways will be experiencing major congestion problems, how do you view the Solano transit systems in helping address the problem? (more express busses, more rail, more ferries, etc.) _____

Should all Solano transit operators run their own express bus service (s) or should there be more joint operations? _____

With adequate funding and promotion, what % of commuter transit mode do you think is possible during the next 5-20 years (currently it is approximately 6%)?

10% 15% 20% 30% +

What do you think is the major way to increase commuter transit ridership? (comprehensive HOV system through entire county, more emphasis on ferry or rail, more marketing of existing services, more express busses)? _____

How can Solano develop transportation projects to create "smart" communities (i.e. less congestion, shorter commutes, more options, less costs)?

What is the most important countywide transportation project in your area (regardless of mode)?

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Arterials and Local Roads

Existing Critical Needs (i.e. overlays and reconstruction)

How many miles of roads is your agency responsible for maintaining?
Arterials _____

Major collectors _____

Minor collectors/local roads _____

Over the past five years how many miles have you maintained?

During 1999 how many miles were maintained? _____

How much capital funding was spent during the past five years?

How much were federal or state funds? _____

Local funds? _____

What is your average annual operating budget _____

Enhanced Needs

What are the unfunded enhancements that your agency would like to make to your system (i.e. interconnects, landscaping, street furniture) _____

In the last five years how much money has your agency spent on road enhancements (anything beyond the minimum street overlays and reconstruction)?

Capacity Increasing Needs

What capacity increasing projects would your agency like to do during the next 20 years?

List at least three of those projects:

What are the preliminary costs of those projects?

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Transit Systems

Existing Critical Needs

How many buses or other transit vehicles does your agency maintain?

During 1999 how many were rehabilitated? _____ purchased _____

How much funding was spent on bus purchases during the past five years?

How much were federal or state funds? _____

Local funds? _____

What is your average annual operating budget? _____

Enhanced Needs

What are the unfunded enhancements that your agency would like to make to your system (i.e. GPS, security, improved bus shelters, transfer facilities) _____

In the last five years how much money has your agency spent on transit enhancements (anything beyond the purchase and rehab of busses and operations)?

Capacity Increasing Needs

What capacity increasing projects would your agency like to do during the next 20 years?

List at least three of those projects? _____

What are the preliminary costs of those projects? _____

How do you see the role of rail during the next 5-20 years (Capitols, light rail, BART) _____

Of all transit riders, how much ridership should go by rail? Small _____

Medium _____ Large _____

How large a role should increased ferry services have for Solano's transit system?
Small _____ Medium _____ Large _____

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Bike Routes and Pedestrian Paths

Existing Critical Needs

How many miles of bike routes is your agency responsible for maintaining?

Class 1 _____

Class 2 _____

Class 3 _____

Over the past five years how many miles of bike routes have you maintained?

During 1999 how many miles were maintained?

How much capital funding on bike routes was spent during the past five years?

How much were federal or state funds? _____

Local funds? _____

What is your average annual operating budget to maintain Class 1 bike routes? _____

Enhanced Needs

What are the unfunded enhancements that your agency would like to make to your system (i.e. signage, route striping, street furniture) _____

In the last five years how much money has your agency spent on bike route enhancements (anything beyond the minimum street overlays and reconstruction)? _____

Capacity Increasing Needs

What capacity increasing bike route projects would your agency like to do during the next 20 years? _____

List at least three of those projects? _____

What are the preliminary costs of those projects? _____

2000 Needs Survey

Solano County Comprehensive Transportation Plan

Ridesharing and Park and Ride Lots

Existing Critical Needs

How many carpools, vanpools or park and ride spaces is your agency responsible for maintaining?

Carpools _____

Vanpools _____

Park and Ride Spaces _____

Over the past five years how many `carpools? _____ vanpools _____

Or park and ride spaces _____ have you created?

How much overall funding was spent during the past five years? _____

How much was federal or state funds? _____

Local funds? _____

What is your average annual operating budget related to these facilities/activities?

Enhanced Needs

What are the unfunded enhancements that your agency would like to make to your system (i.e. guaranteed trip program, signage, security, lighting, marketing)?

In the last five years how much money has your agency spent on ridesharing and park and ride lot enhancements (anything beyond the standard)? _____

Capacity Increasing Needs

What capacity increasing projects would your agency like to do during the next 20 years?

List at least three of those projects? _____

What are the preliminary costs of those projects?

2000 Needs Survey

Solano County Comprehensive Transportation Plan

TLC, Alternative Modes and Quality of Life Issues

What Transportation for Livable Communities project does your agency have as potential candidates for the MTC regional TLC or Solano Transportation Enhancements?

What is the preliminary cost? _____

Have you had community input on the project? _____

Do you have preliminary plans _____

Could the STA have a copy? _____

What has been the most innovative project your agency has been involved with (i.e. unique technology, multi-jurisdictional projects, new materials, etc.)? _____

What projects has your agency been involved with that benefit the air quality of the region? _____

Do you see your agency becoming more involved in air quality improvement projects? _____

Does your agency have any plans for securing alternative fueled vehicles (electric, CNG, LNG, etc.) _____

Do you think that transportation projects, recreation projects and open space measures can be considered collectively? _____ Or should they be assessed individually? _____

Can Solano communities create more transit, bike and pedestrian friendly communities how? _____

Should higher density uses such as residential condominiums, office buildings and more intense commercial uses be promoted around rail stations and along transportation corridors? _____

What new transportation and institutional ideas should the STA and its member jurisdictions consider for the next 20 years? _____

To better meet transportation needs, should the STA program funds differently than they have in the past? What are your suggestions? _____

Please offer other pertinent information for this needs survey:

Agency _____

Names: _____

Date: _____



DATE: January 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: History and Process for STA Selection of Chair and Vice Chair

Discussion:

At the request of Board member Jim Spering, this item has been agendaized for STA Board information and discussion. Attached is listing of the STA's past chairs since 1991. The STA's Joint Powers Agreement stipulates that "The members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's chair and vice-chair has taken place at the discretion of the STA Board

Recommendation:

Information Only



DATE: January 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Funding Opportunities

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Bay Trail Program	Janet McBride ABAG (510) 464-7935	January 21, 2000
Office of Traffic Safety (OTS) Program	Richard Wanacote (916) 262-0824	January 31, 2000



FUNDING OPPORTUNITY:

Bay Trail Program

Applications Due: January 21, 2000

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

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

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

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

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

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

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

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

October 20, 1999



FUNDING OPPORTUNITY:

Office of Traffic Safety (OTS) Program

Applications Due: January 31, 2000

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

Eligible Project Sponsors: Cities and counties.

Program Description: The OTS provides grants to work with local agencies to implement various traffic safety programs.

Funding Available: Grants are typically between \$1,000 and \$1,000,000

Eligible Projects: Engineering, safety studies, police equipment and educational programs. Typical projects may include: engineering programs to address safe routes to schools; bicycle education programs including, bicycle rodeos; and proposals for traffic count programs, signal preemption equipment and traffic control devices.

Further Details: The program's purpose is to fund various traffic safety projects for the safety of motorists, bicyclists and pedestrians.

Program Contact Person: Richard Wanacote, (916) 262-0824 or Patricia Mora (916) 262-0981

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