



DATE: March 1, 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 February 9, 2000
- B. Draft Minutes of February 23, 2000 TAC Meeting
- C. Preliminary Gas Tax and TDA Article 8 Estimates for Development of 2000-01 STA Budget
- D. Designate Office Manager to Serve as Clerk of the Board
- E. Year 2000 STA Meeting Schedule
- F. Grandy and Associates Contract Amendment



**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
February 9, 2000**

**I. CALL TO ORDER - CONFIRM QUORUM**

Chair Donahue called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Pierre Bidou	City of Benicia
Chris Manson	City of Dixon
Steve Lessler	City of Fairfield
Marci Coglianese	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:**

Jim Weddell	CHP – Solano
Captain Mike Souie	CHP - Solano
Paul Hom	City of Vacaville
Pam Belchamber	City of Vallejo
Gary Leach	City of Vallejo
John Gray	County of Solano
Daryl K. Halls	STA
Dan Christians	STA
John Harris	STA
Stacy Medley	STA
Matt Todd	STA
Melinda Stewart	STA Legal Counsel
Ron Hurlbut	City of Fairfield
James Williams	Resident

Elizabeth Richards  
Janice Sells  
Bob Grandy  
Jeff Loux  
Alan Nadritch

SCI  
SCI  
Grandy and Associates  
MIG  
City of Benicia

## **II. APPROVAL OF AGENDA**

On a motion by Jim Spering with a second by Rischa Slade, the agenda was unanimously approved.

## **III. OPPORTUNITY FOR PUBLIC COMMENTS**

James Williams, a Solano County resident, spoke on behalf of the Vacaville Express Service stop and the Commuter Rail facts.

## **IV. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls updated the Board on the following items:

- Development of the Comprehensive Transportation Plan.
- Status on Jepson Parkway Concept Plan.
- 2<sup>nd</sup> Cycle TEA-21 STP/CMAQ/Future STP/CMAQ Cycles for Solano County.
- SEDCORP/Advisory Measure F and SCA 3.
- Legislative Platform and Priorities for 2000.

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

No comments from Caltrans or MTC. Daryl Halls mention that Dan Christians, Jim Spering and he joined in on the Capital Corridor Train Ceremony and said their was a great turnout and the event went well.

Jim Weddell, Solano CHP, introduced the new Captain of the CHP, Mark Souie.

## **VI. SPECIAL PRESENTATION TO RISCHA SLADE AND MATT TODD**

A proclamation was presented to Rischa Slade for her outstanding work as Chairperson for the STA during 1999 and also to Matt Todd for a job well done during his employment with the STA during the past six years.

## **VII. CONSENT AGENDA**

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

- A. Minutes of Meeting of January 12, 2000**  
Recommendation: Approve minutes of the STA Board meeting of January 12, 2000.

**B. Draft Minutes of January 26, 2000 TAC meeting**

Recommendation: Review draft minutes of the January 26, 2000 TAC meeting.

**C. Revised 1999-00 Solano TFCA Projects, Guidelines and Call for Projects for 2000-01**

Recommendation: 1.) Adopt a resolution approving revised projects for the guidelines and Call for TFCA Projects for 2000-01 1999-00 TFCA Program and authorize Executive Director to submit revised project list to BAAQMD, 2.) Authorize Executive Director to enter into funding agreements for revised projects with Project Sponsors, 3.) Approve 2000-01 Solano Transportation Fund for Clean Air Guidelines set schedule for Call for Projects based on BAAQMD Evaluation Criteria and Policies, 4.) Call for 2000-01 Solano TFCA by March 17, and 5.) Request Executive Committee review and make recommendations on programming 2000-01 projects.

**D. Highway 12 Planning Study Agreement and Committee**

Recommendation: 1.) Authorize the Executive Director to enter into a reimbursement agreement for the Highway 12 State Planning and Research Discretionary Planning Study, 2.) Appoint a Hwy 12 Board Subcommittee consisting of adjoining communities of Fairfield, Solano County, Suisun City and Rio vista to oversee and provide policy direction on the study, and 3.) Approve forwarding a letter to Hwy 12 Association requesting their participation in Hwy 12 study.

Daryl Halls requested that the STA Board elect a committee. Member Sperring suggested that the Chair appoint a committee, which the Board agreed.

**E. STA's 1999 Annual Report**

Recommendation: Submit STA's Annual Report and distribute to member agencies and transportation partners.

**VIII. ACTION ITEMS: FINANCIAL**

**A. 2<sup>ND</sup> Cycle TEA-21/STP/CMAQ**

Matt Todd presented this item. Matt explained that the Board approved all sources layed out last month. He explained how the \$12 million \$5 thousand. He explained that there is a possibility of additional money to be allocated to Solano County. If this happens, the STA TAC will discuss how to allocate the additional funds to projects that were previously submitted.

Member Sperring motioned for approval with the recommendation that Benicia and Vallejo are made aware of these additional funds, with a second by Member Lessler the Board unanimously approved the motion.

**B. 1999-2000 Mid Year Budget Review/Stipend Policy/Policy and Schedule for Development of STA's 2000-01 Budget**

Daryl Halls presented this item. Daryl explained that there was a mid year budget for Board review, along with a mid year operations budget review. He explained that their needs to be a discussion regarding the Board stipend policy. Staff requested that their be a \$100 cap per month per Board member. He also explained that staff has formed a schedule for development of next years budget. Staff is recommending that an additional \$5,000 be approved for the stipend policy, an additional \$20,000 to go to the STA Reserve Account and the remaining fund balance of \$27,280 to go into operations contingency.

On a motion by Steve Lessler and a second by Jim Spering, the Board unanimously approved the three recommendations.

**C. Project Development Fund Request for Park and Ride Surveys and BikeLinks Maps**

Dan Christians presented this item. He explained that there is a need to do a Park n Ride survey, which will allow a consultant to do a license plate survey to see where drivers are coming from and see if their would be a more suitable location for some drivers to relocate their park n ride locations. There is a current problem with cars being parked in residential areas because some park n ride lots are full. He also explained the need to reprint additional BikeLinks maps due to a high demand for these maps. Staff is recommending that the Board approve \$10,000 from miscellaneous project development to go towards the Park and Ride Survey, and \$5,000 from the Electric Vehicle budget to be transferred into the BikeLinks maps budget for additional reprinting of these maps.

On a motion by Member Slade, and a second by John Silva, the Board unanimously approved these recommendations.

**D. Reclassification of Deputy Director for Planning**

Daryl Halls presented this item. He explained that the Deputy Director for Planning currently does not have a salary range. His salary range should be based on the new Deputy Director for Projects. Staff is recommending that the Board approve the same salary range as the Deputy Director for Projects.

On a motion by Member Coglianese, and a second by Steve Lessler, the Board unanimously approved the projected salary range for Deputy Director for Planning.

**E. STIP/CMAQ Match**

John Harris presented this item. MTC has made it an option for each CMA or to do as a STIP match or not, its our option. Staff discussed this with the STA TAC, and they support that we maintain the STIP/CMAQ match. Staff recommends that we maintain this program.

On a motion by Member Slade, and a second by Member Manson, the Board unanimously approved the request to maintain the STIP/CMAQ match.

**F. Project Study Report (PSR) for Cordelia Truck Scales**

Dan Christians presented this item. He explained that a Project Study Report (PSR) was prepared on the truck scales, but needs to be updated. It had been proposed that a PSR be completed for the Benicia Train Station, but STA recently received a letter from Caltrans indicating that it is not part of the main highway system, and a PSR needs to be completed by the STA or the City. Because of this, they recommended that the STA support another PSR report, which Caltrans would take the lead on, and staff suggests that this be the Cordelia Truck Scales. He also mentioned that staff plans to make the Benicia Train Station a part of the Comprehensive Transportation Plan update. Staff requests that the Board support the request at this time to send a letter of support to Caltrans for completion of a PSR on the truck scales. Member Silva expressed concern on the train station time frame. Daryl explained the issue of funding to complete the PSR, which Caltrans is reluctant to fund. Member Bidou asked if there are other options of funding available and the timeline for looking at another location. Daryl explained that we do not have a sales tax or local tax in place, and STIP funding requires a PSR. There could be other options that staff will take a look at and report back. Member Coglianesse mentioned the MOU and asked if staff has reviewed it. Daryl said he had not seen the MOU. Member Spering said because we are physically constrained by State law, if we do not support another project then there are no other projects that qualify at this time. Member Bidou felt staff should send a message to Caltrans letting them know their process is unfair. Daryl said MTC supported the Benicia Train Station project, but Caltrans Headquarters did not allow funding for the PSR. Member Spering suggested that we support the truck scales PSR, but not remove the Benicia Train Station from the list. Member Slade agreed to support the request, but would like assurance that the Board also support the Benicia Train Station. Member Coglianesse suggested staff request an alternate project be added to the letter. Member Spering agreed.

In response to the letter, the Board supports the PSR for the Cordelia Truck Scales, but the Board would not support removing the Benicia Train Station from the list of projects. On a motion by Member Coglianesse, and a second by Member Spering, the Board approved 7-1 to support a letter to be sent to Caltrans, with Member Silva opposing this letter.

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

**A. Draft Jepson Parkway Concept Plan and Plan Line**

Daryl Halls introduced Bob Grandy, Grandy and Associates and Jeff Loux, MIG. They did a presentation about the Jepson Parkway Plan. After the completion of the presentation, Daryl explained that the draft plan would be distributed for review and comments. In April, an EIS/EIR will be completed.

On a motion by Member Manson and a second by Member Spering, the Board unanimously approved the distribution of the Draft Jepson Parkway Concept Plan.

**B. City of Vallejo's Request for Two Projects in MTC's Regional Transit Program**

Daryl Halls presented this item. Daryl explained that Vallejo submitted two projects for MTC's Regional Transit program. One for the acquisition of a third fast ferryboat for Vallejo Transit and the second for three years of operating funds for new bus service between Solano County and San Francisco. He asked for Board approval to submit a letter of support to Caltrans.

On a motion by Member Lessler and a second by Member Coglianese, the Board unanimously approved this request.

**C. Red Top Slide Committee**

John Harris presented this item. He explained that a Board subcommittee needs to be developed to work with staff, TAC and Caltrans to monitor the mitigation efforts and to develop an emergency response plan for this project.

Member Lessler and Member Silva were nominated to be on the committee.

On a motion by Member Slade and a second by Member Bidou, the Board unanimously approved the election of Members Lessler and Silva.

**D. 2000 Legislative Platform and STA Legislative Priorities**

Daryl Halls presented this item. He provided some brief background information about the platform. He explained that the draft was sent out to member agencies, partners and others for review and comments. Comments were received and processed.

Staff is requesting the Board approve the final platform and adopt the list of legislative priorities, which was recommended by the STA Executive Committee. Member Lessler indicated that he requested that item 9 of the platform be removed, not item 10. Member Manson asked that items 5-7 be taken out. Board member expressed that the language needs to be more flexible to make the platform work for staff.

Member Lessler motioned for approval, with the request to remove items 5-9, and better language, with a second by Member Manson, the Board unanimously approved the platform and list of legislative priorities.

**E. Legislative Report**

Daryl Halls presented this item. He explained the three proposals. He said the Governor's proposal is to recommend moving around current funding. Member Manson

expressed concern on whether there are other alternatives besides the 2/3 vote, he felt we need to look at other needs due to the SCA 3 and timing. SCA 24 is another alternative for the Board to consider support. Member Lessler expressed his support on the majority vote.

Member Manson motioned, with support to SCA 24.

A substitute motion by Member Coglianesse supporting the proposal as is, with a second by Member Slade, the Board approved the motion 7-1, with Member Manson voting no.

**F. STA Policy Regarding Selection of Chair and Vice Chair**

Daryl Halls presented this item. He explained the need to rotate the STA Chair and Vice Chair positions. He felt that a system, which was shown in the agenda packet, should be set in place. Member Donahue was concerned about the proposed system and what would happen if a new City member joined the Board and that City was the next in line for a Chair position, with lack of experience, how would this work. The Board discussed this issue and agreed that unless the new member has one year of experience on the Board, that the next City in line would move up into the Chair position and the new member would serve his or her year as a Board member and then move into the Vice Chair position and then into the Chair position.

On a motion by Member Coglianesse, and a second by Member Spring, on a 7-1 vote, the Board approved the process, with Member Manson voting no.

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

**A. Status Report on Solano County Paratransit and Route 30**

No discussion on this item.

**B. Governor's STIP Proposal/Potential Additional Programming Capacity for the 2000 STIP**

John Harris explained that the Board is aware that they need to program this funding by June. Staff has until April to submit requests to MTC. He said staff will return with a proposal next month for the Board's approval.

**C. Development of Proposed ADA Modifications for Bike Paths**

Dan Christians explained that some proposed language will be developed during the next month or two to address the ADA requirements and this item will be brought back to the Board next month.

**D. Criteria for Determining Interregional Trip Credit LOS Calculations for the Solano CMP**

No discussion on this item.

**E. Project Monitoring Status**

No discussion on this item.

**XI. FUNDING OPPORTUNITIES**

There were no comments on the following funding opportunities:

**A. YSAQMD Clean Air Program**

*Deadline: March 17, 2000*

**B. Solano Transportation for Clean Air Fund (TFCA) Program**

*Deadline: March 17, 2000*

**XII. BOARD MEMBERS COMMENTS**

On behalf of Member Slade, Member Coglianese expressed concern for Stacy Medley and her workload, along with time spent on answers telephone calls, etc. She felt that the Board should consider adding additional hours to the part time Clerk Typist position to help Stacy Medley focus on other issues, which need closer attention. Member Lessler told the Board about a business/bicycle advocate set for March 23-26, 2000. He expressed the need for more members if anyone is interested. Member Silva said there is a video presentation on the bike plan is anyone is interested. Daryl Halls told the Board that the Retreat plan would be brought back to the Board next month.

**XIII. ADJOURNMENT**

The STA Board meeting was adjourned at 8:07 p.m. The next regular meeting will be held at 6:00 p.m., March 8, 2000, at the Suisun City Council Chambers.



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**February 23, 2000**  
**DRAFT**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 2:20 p.m. in the Solano County Transportation Conference Room.

<b>Present:</b>	Julian Carroll	Caltrans
	Michael Throne	City of Benicia
	Charlie Beck	City of Fairfield
	Kevin Daughton	City of Fairfield
	Jim Holden	City of Rio Vista
	Julie Pappa	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	John Gray	County of Solano
	Paul Wiese	County of Solano
	John Garlock	Quincy Engineering
	Alan Glen	Quincy Engineering
	Phyllis Thompson	County of Solano
	Ace Forsen	?
	Daryl Halls	STA
	Dan Christians	STA
	John Harris	STA
	Stacy Medley	STA
	Ron Richardson	Sverdrup Engineering

**II. OPPORTUNITY FOR PUBLIC COMMENT**

No comments.

**III. REPORTS FROM CALTRANS, MTC AND STA STAFF**

**A. Legislative Update.**

This item was removed from the agenda and will be brought back at next month's meeting.

#### **IV. CONSORTIUM UPDATE**

On behalf of Pam Belchamber, Kevin Daughton, City of Fairfield, provided an update on the SolanoLinks Consortium meeting.

#### **V. CONSENT CALENDAR**

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of January 26, 2000
- B. Review Funding Opportunities Calendar
- C. 2000 Legislative Priorities and Platform – Daryl Halls, STA explained that Senator Chesbro has proposed a new Caltrans district for Solano, Sonoma and Napa, which he will be meeting with one of his representatives later this week to get more detail regarding this proposal
- D. Final List of Cycle 2 TEA-21 Projects – STP/CMAQ

On a motion by Gary Leach, and a second by John Gray, the TAC unanimously approved the Consent Calendar.

#### **VI. ACTION ITEMS**

##### **A. STIP/CMAQ Match**

John Harris gave a brief overview of the STIP/CMAQ match reserve program. He explained that their have been two additional projects were added to the current list of somewhat large projects. Kevin Daughton, City of Fairfield, wanted to recommend that the cities for these projects go through the FTA program, which Fairfield is currently doing. John Harris recommended that the STA TAC review and recommend a draft list of projects for the reserve funding. Daryl Halls requested that the STA TAC forward the current list of projects and bring back the remaining next month.

On a motion by John Gray, County of Solano, and a second by Michael Throne, City of Rio Vista, with Julie Pappa, City of Suisun City, voting no, the STA TAC approved the requests to forward the current list of projects and bring back the remaining projects at next month's STA TAC meeting.

##### **B. 2000-05 Bicycle / Pedestrian 5-Year Plan and TDA Article 3 Claims for 2000-01**

Dan Christians explained that the STA BAC has updated the bicycle/pedestrian five-year plan, with information provided to them by member agencies. He recommended the STA TAC approve the recommendation to forward the new plan to the STA Board for approval of TDA claims for 2000-01.

On a motion by Gary Leach, City of Vallejo, and a second by Dale Pfeiffer, City of Vacaville, the STA TAC unanimously approved the request to forward the new plan to the STA Board for approval.

**C. Proposed ADA Modifications for Bike Paths**

Dan Christians explained that the FHWA has established a committee to discuss ADA requirements. Because of certain ADA requirements, the Solano Bikeway projects costs will increase 20% or more. The committee will look into modifications to the current ADA requirements. STA staff would like to submit a letter to FHWA regarding the current requirements and their support of challenging ADA requirements. FHWA staff feels they can make changes, but there are middle grounds. The STA PCC is also interested in submitting input regarding these ADA requirements and would like to see the draft letter when completed. Dan recommended that staff continue to monitor and provide input to FHWA, support a recommendation to write a letter of support for modifications of the ADA requirements.

On a motion by Gary Leach, City of Vallejo, and a second by Dale Pfeiffer, City of Vacaville, the STA TAC unanimously approved the recommendations.

**VII. INFORMATION ITEMS**

**A. 2000 STIP Augmentation Status**

John Harris explained that the Governor is encouraging that the STIP be accelerated, which the CTC was preparing to issue and adopt by February 23, 2000. This would cause MTC to impose a deadline of April 2000 for nominated projects. STA staff recommends that a letter be sent to the CTC not to support the Governor request to accelerate the STIP.

**B. Solano County Comprehensive Transportation Plan**

Dan Christians provided an update on this plan and the STA Board Retreat.

**C. Preliminary Gas Tax and TDA Article 8 Estimates for Planning, Administration and Solano Paratransit Schedule for Development of 2000-01 Budget**

Daryl Halls passed out to the STA TAC members the proposed TDA and Gas Tax Contributions for each member agency for FY 200-01. Staff is requesting a 4% increase in from each of the two fundings. He also said that a draft budget would be brought back to the STA TAC in March.

**D. Status Report on Project Monitoring Program**

Dale Pfeiffer, City of Vacaville, updated the STA TAC on a meeting he attended this morning. He said the Governor felt that projects were moving to slow and has created a

subcommittee to work on ideas to expedite projects. John Harris, STA, introduced the two Quincy Consultants who will be apart of this program. He also explained he needed applications for projects by next week to meet the deadline. Staff needs to forward these projects to MTC by March 2-3.

**E. Development of Draft 2000 Solano Countywide Bicycle Plan Update**

Dan Christians explained that the STA BAC has been working on an updated version of the Solano Countywide Bicycle Plan. The draft will go out to each jurisdiction for review and comments.

**F. 2000-01 Call for Projects for Transportation Fund for Clean Air (TFCA) Program**

Dan Christians explained that the TFCA deadline is March 17. This is \$320,000 available to Solano County. Need to submit request for these funds to STA staff by March 17 to qualify for funds.

**G. Highway 12 MIS Study**

Julian Carroll, Caltrans District 4, explained that \$110,000 grant was approved for Hwy 12. A study needs to be completed on this project, but this grant is not enough to cover the costs. He suggested that STA staff establish a subcommittee to find ways to complete the study. He also suggested that Dan Christians, STA, submit a letter regarding the PSR study. Dan commented that a draft letter would be done and brought back to the STA TAC at next months meeting for review and suggestions.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 3:30 p.m. The next meeting is scheduled for Wednesday, March 29, 2000 at 1:30 p.m.



DATE: March 1, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Preliminary Gas Tax and TDA Article 8 Estimates for Development of 2000-01 STA Budget

**Background:**

Historically, the STA has adopted its draft budget for the forthcoming Fiscal Year in April. The final budget is usually adopted in July after the actual revenue sources are specified. Due to the combination of funding sources utilized to fund the STA's operations, this process is initiated in February/March to provide STA's member agencies with gas tax and TDA Article 8 allocation and contribution requests based on the most recent population statistics provided by the State Department of Finance. Last month, the STA Board adopted its schedule for development of STA's 2000-2001 budget.

**Discussion**

Staff is initiating the budget process this month with the distribution of the preliminary gas tax and TDA Article 8 allocation estimates and contribution requests for each member agency (see attached). Copies were provided to the STA TAC on February 23, 2000. The gas tax and TDA Article 8 contributions fund a significant portion of STA's operations and planning budget, and a portion of the TDA funds Solano Paratransit.

**Recommendation:**

Information Only

Attachment

**SOLANO TRANSPORTATION AUTHORITY'S**

**SCHEDULE FOR DEVELOPMENT OF**

**2000/2001 BUDGET**

*(adopted 2/9/2000)*

- |           |   |                  |
|-----------|---|------------------|
| <b>1.</b> | <b>STA Board Approval of Budget Schedule</b>                  | <b>2/9/2000</b>  |
| <b>2.</b> | <b>Development of Estimated Budget Expenditures</b>           | <b>Feb 2000</b>  |
| <b>3.</b> | <b>Distribution of Gas Tax Allocations to Member Agencies</b> | <b>2/23/2000</b> |
| <b>4.</b> | <b>Present draft STA Budget to STA TAC</b>                    | <b>3/29/2000</b> |
| <b>5.</b> | <b>Present draft STA Budget to STA Board</b>                  | <b>4/12/2000</b> |
| <b>6.</b> | <b>Present Final STA Budget to STA Board</b>                  | <b>9/13/2000</b> |

# PROPOSED 2000-01 COST DISTRIBUTIONS

## Proposed Distribution of TDA Contributions for Planning and Administration

	POP *	PERCENT	POP COST
BENICIA	28,700	7.36%	\$20,093
DIXON	15,100	3.87%	\$10,572
FAIRFIELD	92,400	23.70%	\$64,689
RIO VISTA	4,350	1.12%	\$3,045
SUISUN CITY	26,750	6.86%	\$18,728
VACAVILLE	89,400	22.93%	\$62,589
VALLEJO	112,800	28.93%	\$78,971
UNINCORPORATED	20,400	5.23%	\$14,282
<b>TOTALS</b>	<b>389,900</b>	<b>100.00%</b>	<b>\$272,969</b>

## Proposed Gas Tax Subvention Funds

	POP	PERCENT	POP COST
BENICIA	28,700	7.36%	\$20,093
DIXON	15,100	3.87%	\$10,572
FAIRFIELD	92,400	23.70%	\$64,689
RIO VISTA	4,350	1.12%	\$3,045
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UNINCORPORATED	20,400	5.23%	\$14,282
<b>TOTALS</b>	<b>389,900</b>	<b>100.00%</b>	<b>\$272,969</b>

## Historic Combined Contributions of TDA Planning and Administration and Gas Tax

	2000-01	1999-00	1998-99
BENICIA	\$40,186	\$38,110	\$36,783
DIXON	\$21,143	\$19,773	\$18,358
FAIRFIELD	\$129,378	\$125,344	\$119,695
RIO VISTA	\$6,091	\$5,364	\$4,990
SUISUN CITY	\$37,455	\$35,989	\$34,698
VACAVILLE	\$125,178	\$120,007	\$114,450
VALLEJO	\$157,943	\$152,438	\$148,610
UNINCORPORATED	\$28,564	\$27,915	\$27,167
<b>TOTALS</b>	<b>\$545,938</b>	<b>\$524,940</b>	<b>\$504,751</b>

\* 4% increase in TDA Contributions and Gas Tax Subvention



DATE: March 1, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Designation of Office Manager to serve as Clerk of the Board / Authorization to Increase the Number of Clerk Assistant's Annual Hours

**Background**

In 1996, the Solano Transportation Authority (STA) began employing their own, independent staff to provide the administrative, clerical, planning and programming functions of the STA and its transportation partners. The traditional Clerk of the Board functions of the STA have been spread among various STA staff, primarily the Office Manager, Deputy Director of Planning, and Program Manager/Analyst positions. The increasing amount of planning and programming responsibilities assumed by the STA in recent years has necessitated a shifting of staffing responsibilities among the existing staff.

In October 1999, the STA Board approved the hiring of a part-time clerical assistant (15 hours per week) that provided some long overdue clerical support for the STA's Office Manager and enabled the reassignment of some clerical responsibilities from the Deputy Director of Planning and Program Manager positions to the Office Manager. In January 2000, the Office Manager assumed responsibility for taking and maintaining the minutes for the STA Board. In February 2000, the Office Manager and Clerical Assistant collectively assumed responsibility for taking and maintaining the minutes of the STA TAC and SolanoLinks Consortium. This has the dual benefit of consolidating the clerical functions under the Office Manager and freeing up other STA staff to focus on their primary areas of responsibility.

**Discussion**

Consistent with the recent assignment of all primary clerk of the board duties to the STA's Office Manager, it is recommended the STA Board designate the position of Office Manager to concurrently serve as the STA's Clerk of the Board. Attached is a list of the Office Manager's current responsibilities and the new tasks assumed in her role as Clerk of the Board.

In addition, it is recommended that the hours for the Clerical Assistant position be increased from 15 to 20 hours per week. The additional cost for the increased hours would be \$240 per month, \$960 for the remainder of the Fiscal Year, and \$3,120 per year. Currently, we are anticipating \$9,300 in salary saving this Fiscal Year from the vacant Project Manager/Analyst position.

**Fiscal Impact**

The fiscal impact on the STA's 1999/2000 budget for the remainder of the year is \$960 which can be covered by the \$9,600 in salary saving from vacant Project Manager/Analyst position. The annual fiscal cost for the entire fiscal year in 2000/2001 would be \$3,120.

**Recommendation**

- 1.Designate Office Manager position to serve as the STA's Clerk of the Board.
- 2.Authorize increasing the number of weekly hours for the Clerical Assistant position from 15 to 20.

Attachment

## **Office Manager/Clerk of the Board** **Job Description**

### **Office Manager's** **Current Job Duties (October 1999)**

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

### **Proposed Clerk of the Board** **Additional Job Duties (March 2000)**

- ◆ Creating, editing and distribution of the STA Board, TAC and Consortium packets
- ◆ Taking minutes for the STA Board, STA TAC and Consortium meetings
- ◆ Maintaining STA records and data base
- ◆ Posting of agendas/Board Acts



DATE: March 1, 2000  
TO: STA Board  
FROM: Stacy Medley, Office Manager  
RE: Year 2000 Meeting Schedule

**Discussion:**

Staff is requesting board approval on a few minor adjustments to the original Year 2000 STA Meeting Schedule, which was originally approved at the January 9, 2000 Board meeting. The changes consist of changing the "no meeting scheduled" for the SolanoLinks Consortium and the STA TAC from August 30, 2000 to July 26, 2000, and the meeting location for the November STA Board meeting from Suisun City to the Vallejo Maritime Academy, where the STA's 3<sup>rd</sup> Annual Awards Ceremony will be held.

**Recommendation:**

Approved the revised STA Meeting Schedule for the year 2000.

Attachment



Solano Transportation Authority

### 2000 MEETING SCHEDULE

<b>JANUARY:</b>	January 12	STA Board Meeting, Suisun City Hall
	January 26	SolanoLinks Consortium, Suisun City
	January 26	TAC Meeting, Suisun City
<b>FEBRUARY:</b>	February 9	STA Board Meeting, TBAI
	February 23	SolanoLinks Consortium, Suisun City
	February 23	TAC Meeting, Suisun City
<b>MARCH:</b>	March 8	STA Board Meeting, Suisun City Hall
	March 29	SolanoLinks Consortium, Suisun City
	March 29	TAC Meeting, Suisun City
<b>APRIL:</b>	April 12	STA Board Meeting, Suisun City Hall
	April 26	SolanoLinks Consortium, Suisun City
	April 26	TAC Meeting, Suisun City
<b>MAY:</b>	May 10	STA Board Meeting, Suisun City Hall
	May 24	SolanoLinks Consortium, Suisun City
	May 24	TAC Meeting, Suisun City
<b>JUNE:</b>	June 14	STA Board Meeting, Suisun City Hall
	June 28	SolanoLinks Consortium, Suisun City
	June 28	TAC Meeting, Suisun City
<b>JULY:</b>	July 12	STA Board Meeting, Suisun City Hall
	July 26	No SolanoLinks Consortium meeting
	July 26	No TAC meeting
<b>AUGUST:</b>	None	No STA Board meeting
	August 30	SolanoLinks Consortium, Suisun City
	August 30	TAC Meeting, Suisun City
<b>SEPTEMBER:</b>	September 13	STA Board Meeting, Suisun City Hall
	September 27	SolanoLinks Consortium, Suisun City
	September 27	TAC Meeting, Suisun City
<b>OCTOBER:</b>	October 11	STA Board Meeting, Suisun City Hall
	October 25	SolanoLinks Consortium, Suisun City
	October 25	TAC Meeting, Suisun City
<b>NOVEMBER:</b>	November 8	STA Board Meeting, Vallejo Maritime Acad.
	TBD	SolanoLinks Consortium, Suisun City
	TBD	TAC Meeting, Suisun City
<b>DECEMBER:</b>	December 13	STA Board Meeting, Suisun City Hall
	TBD	SolanoLinks Consortium, Suisun City
	TBD	TAC Meeting, Suisun City



DATE: March 1, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Grandy and Associates Contract Amendment

**Discussion:**

A supplemental will be provided to the STA Board as a separate attachment.

**Recommendation:**

Authorize the Executive Director to approve a contract amendment for \$20,000 with Grandy and Associates for additional services for the Jepson Parkway Concept Plan and field review.



DATE: March 2, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Grandy and Associates Contract Amendment

**Discussion:**

The agreement with Moore, Iacofano and Goltsman (MIG) to prepare the Jepson Parkway Concept Plan for \$45,000 has been completed. On January 12, 2000, the STA authorized a contact with Grandy and Associates for \$36,000 from State Transportation Improvement Program funds to perform various management consultant services to help complete and implement various components of the Jepson Parkway Project during 2000.

There have been a number of requests for copies of the concept plan. As part of the completion of the Draft Plan, staff requested some additional products (that were not part of the original MIG or Grandy contracts) to fully complete, distribute and display this study including:

- Various revisions to the roadway cross-sections, maps and text as requested by the four jurisdictions (\$3,800).
- Eleven large display boards with color graphics depicting all the major Concept Plan proposals for use at STA and City Council presentations (2,500).
- Printing costs for distribution to the staffs and the public of numerous copies of the full text of the Draft Concept Plan including color cover and color map (\$5,100).
- Preparation and printing of an Executive Summary including additional color photos and color map (\$2,200)

In addition, it is expected that once all comments have been received and the Final Concept Plan has been approved (scheduled for April 12 STA Board meeting), a final printing of copies of the Concept Plan will be needed, including various color photos and graphics (estimated to cost up to \$6,000).

On March 2, 2000 the formal field review on the project was held for the project. About 25 staff members from each of the four agencies, STA, Caltrans, and FHWA were briefed on all the details of each segment and group took a guided bus trip of the entire project. There were some minor project costs related to project activity that is necessary before the EIS and preliminary design work on the next segments can be commenced

The total costs of these additional products will be approximately \$20,000. Once the additional \$241,000 of STA budgeted State Transportation Improvement Program (STIP) funds have been

allocated for this project, there will be sufficient state funds to pay for these and any additional costs to complete the implementation and distribution of the Final Jepson Concept Plan and other related activities.

As Project Manager, Grandy and Associates agreed to coordinate and expedite these additional products.

**Fiscal Impact:**

The additional \$20,000 will be paid entirely from State Transportation Improvement Program (STIP) funds approved in the STA's 1999-00 budget.

**Recommendation:**

Authorize the Executive Director to approve a contract amendment for \$20,000 with Grandy and Associates for additional services for the Jepson Parkway Concept Plan and field review once an additional allocation of STIP funds from Caltrans is confirmed.



DATE: March 1, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: 2000-05 Bicycle / Pedestrian 5-Year Plan and TDA Article 3 Claims for 2000-01

**Discussion:**

Each year the Solano Bicycle Advisory Committee (BAC) proposes new and amended projects into the 5-Year Bicycle/Pedestrian Plan. Then based on that plan it recommends TDA Article 3 funding for bicycle and pedestrian projects to the STA Board and MTC for the upcoming fiscal year.

At the request of the BAC, STA staff sent out notices in November and December to all member agencies requesting any new projects for the 5-Year Bicycle/Pedestrian Plan with a submittal deadline of January 6, 2000. On February 2 the BAC reviewed and recommended the new 5-Year Plan (Attachment A) and the following TDA Claims for 2000-01 (Attachment B). On February 23, the TAC also recommended approval of the recommended 5-Year plan and the TDA Article 3 claims.

**2000-01 TDA Article 3 Claims**

1. County of Solano	Replace Bridge on Pleasants Valley Road at Pleasants Creek to Incorporate Class II shoulders and handrailing for bicyclists	\$61,000
2. County of Solano	Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists	\$10,254
3. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$75,000
4. County of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and Handrailing	\$50,500
<b>TOTAL</b>		<b>\$196,754</b>

In addition to other previously approved projects that are carried forward from the prior 5-Year plan, one project was proposed for deletion and five new and/or amended project requests were received. After reviewing projected fund estimates for the next five years, the BAC and TAC recommended approval of the following requests:

New Requests for Incorporation Into 5-Year Plan:

- Request by Solano County to delete the Abernathy Road Bridge project originally allocated at \$50,000 for 2002-03.
- Request by Solano County to reallocate \$50,000 for 2002-03 to the Suisun Creek Bridge project to incorporate shoulders and handrailing suitable for Class 2 bike lanes (Bridge No. 23C-77).
- Request by Solano County to reallocate \$80,000 for 2004-05 Pleasants Valley Road at Miller Canyon Creek to incorporate shoulders and handrailing suitable for Class 2 bike lanes (Bridge No. 23C-96). The existing bridge is only 17.5 feet, an extremely narrow and unsafe bridge for bicyclists.
- Request by City of Vacaville for \$50,000 for 2002-03 for the Alamo Creek Bike Path (Alamo Drive to Marshall Road).
- Request by the City of Vacaville for \$75,000 for 2002-03 for Phase 1 of the Ulatis Creek Bike Path (Allison Drive to I-80).
- Recommended funding \$54,100 of the \$75,000 request by the City of Vacaville for 2004-05 for Phase 2 of the Ulatis Creek Bike Path (Allison Drive to Nut Tree Road).

Attached is the list of projects for the 2000-05 five-year Plan and the four TDA Article 3 claims for 2000-01 (three claims by the County of Solano and one claim by the City of Suisun City).

**Recommendation:**

Recommendation: Adopt Resolution: 1.) Approving 2000-05 five-year Bicycle/Pedestrian Plan; and 2.) Approving TDA Article 3 Claims for 2000-01

Attachments

**RESOLUTION NO 2000-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE PEDESTRIAN/BICYCLE PLAN FOR 2000-2005  
AND APPROVING THE FILING OF TDA ARTICLE 3 CLAIMS FOR  
2000-01**

**WHEREAS**, the Transportation Development Act (TDA) Article 3 provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Solano for the use by eligible recipients for the purpose of providing bicycle and pedestrian projects; and

**WHEREAS**, the attached 5-Year Solano Bicycle/Pedestrian Plan (2000-2005) has been available for public review and recommended by the Solano Bicycle Advisory Committee (BAC) and the Technical Advisory Committee (TAC).

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority (STA) approves the attached prioritized 5-Year Bicycle/Pedestrian Plan for 2000-2005 in Attachment A.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the STA authorizes the filing of TDA Article 3 Claims for 2000-01 for the amounts indicated in Attachment B.

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Dan Donahue, Chair  
Solano Transportation Authority

I, Daryl K Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of March, 2000.

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Daryl K Halls, Executive Director  
Solano Transportation Authority

Attachment A  
**5-Year Solano Bicycle/Pedestrian Plan (2000-2005) Alt. A**

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Running Balance	
<b>Year 1 (2000-01)</b>					\$213,000	MTC estimate
1. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-10)	\$1,220,000	\$61,000	\$61,000	\$152,000	Environmental clearance underway; Construction planned for summer, 2000
2. Co. of Solano	Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-76)	\$447,000	\$10,254	\$10,254	\$141,746	Environmental clearance underway; Construction planned for summer, 1999
3. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$225,000	\$75,000	\$75,000	\$66,746	BAC requested submittal of final bike route design prior to approval of a TDA Art. 3 Claim for this project. Plans to commence shortly.
4. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-8)	\$1,010,000	\$50,500	\$50,500	\$16,246	Environmental clearance underway; Construction planned for summer, 2000
	<b>SUBTOTAL</b>	<b>\$2,902,000</b>	<b>\$196,754</b>	<b>\$196,754</b>	<b>\$16,246</b>	<b>Approximate estimated balance available</b>
<b>Year 2 (2001-02)</b>					\$196,246	\$180,000 MTC estimate. plus \$16,246 balance
1. City of Vallejo	Construct Class II and Class III bike route gap closures on Maritime Academy Dr., Sonoma Blvd. (Hwy 29) and Mare Island Way to connect the new Carquinez Bridge to the Vallejo Ferry Terminal.	\$10,000	\$10,000	\$10,000	\$186,246	
2. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$150,000	\$150,000	\$150,000	\$36,246	Applicant should also pursue other funding sources during next year; if successful that amount would be reduced from TDA recommendation.
	<b>SUBTOTAL</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$36,246</b>	<b>Approximate estimated balance available</b>
<b>Year 3 (2002-2003)</b>					\$226,500	\$180,000 MTC est. plus \$36,246 and \$10,254 carryover from prior years
1. Benicia	Construct bike bridge from Columbus Parkway/ Rose Dr. across I-780 to Benicia	\$500,000	\$85,000	\$85,000	\$141,500	Applicant is applying for additional funding. Requested to remain on 5-year plan and requested additional funds in 2003.
2. Co. of Solano	Replace Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-77)	\$810,000	\$82,400	\$82,400	\$59,100	Environmental clearance underway; Construction planned for summer, 2000 Review any additional TDA Fund
3. Solano County	Replace Abernathy Road Bridge at Ledgewood Creek to incorporate Class II shoulders and handrailing for bicyclists					Removed by Solano County by letter dated November 15, 1999
3. City of Vacaville	Alamo Creek Class I Bike Path (Alamo Drive to Marshall Road)		\$50,000	\$50,000	\$9,100	
	<b>SUBTOTAL</b>	<b>\$1,310,000</b>	<b>\$217,400</b>	<b>\$217,400</b>	<b>\$9,100</b>	<b>Approximate estimated balance available</b>
<b>Year 4 (2003-2004)</b>					\$189,100	\$180,000 MTC estimate plus \$9,100
1. City of Benicia	Construct improvements to Park Road to provide access to the bike route on the new Benicia-Martinez Bridge span	\$345,660	\$160,000	\$160,000	\$29,100	Based on request from City of Benicia and So. County Bicycle Plan Update.
	<b>SUBTOTAL</b>	<b>\$345,660</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>\$29,100</b>	<b>Approximate estimated balance available</b>
<b>Year 5 (2004-2005)</b>					\$209,100	\$180,000 MTC estimate plus \$29,100 carryover
1. Co. of Solano	Replace Pleasants Valley Road Bridge at Miller Canyon Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-96)	\$800,000	\$80,000	\$80,000	\$129,100	Proposed in letter dated November 15, 1999
2. City of Vacaville	Construct Ulatie Creek Class I Bike Path (Allison Dr. to I-80)		\$75,000	\$75,000	\$54,100	Proposed in letter dated January 5, 2000
2. City of Vacaville	Construct Ulatie Creek Class I Bike Path (Allison Dr. to Nut Tree Road)		\$75,000	\$54,100	\$0	Proposed in letter dated January 5, 2000
	<b>SUBTOTAL</b>		<b>\$230,000</b>		<b>\$0</b>	

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2/3/00

**ATTACHMENT B**  
Pedestrian/Bicycle Plan For 2000-2005  
And Approving the Filing of TDA Article 3 Claims For  
2000-01

Approved TDA Article 3 claims for 2000-01 as indicated below:

1. County of Solano	Replace Bridge on Pleasants Valley Road at Pleasants Creek to Incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-10)	\$61,000
2. County of Solano	Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-76)	\$10,254
3. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$75,000
4. County of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and Handrailing	\$50,500
<b>TOTAL</b>		<b>\$196,754</b>





DATE: March 1, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Additional Federal Revenue-Aligned Budget Authority (RABA)

**Background:**

When Congress enacted the Transportation Equity Act for the 21<sup>st</sup> Century (TEA21) in 1998, the bill included two new mechanisms for providing transportation funding to state and local governments. Both mechanisms are based on the principle that annual appropriations of federal transportation funding should closely match the actual receipts from the federal fuel tax and other transportation-related fees.

The first mechanism established “guaranteed” funding levels for each of the major highway and transit funding programs and required that the annual appropriations bills provide at least that much funding each year. Both appropriations bills approved since the enactment of TEA 21 have adhered to these spending guarantees.

The second mechanism provided that if actual fuel tax receipts are higher than estimated, the extra revenue also should be distributed across the major highway funding programs. Conversely, lower than expected estimates would result in deductions from authorized levels. These differential fund adjustments are known as revenue-aligned budget authority (RABA) and, due to the strong economy, actual fuel tax receipts are exceeding estimates.

MTC is responsible for allocating the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds made available under TEA 21 in two three-year funding cycles. The first cycle was approved by MTC last spring; the second cycle is scheduled for approval this April. The funding committed in both cycles was based on an estimate of “guaranteed” funding levels, but did not include the RABA dividend. Based on estimates from Caltrans and MTC, this additional STP and CMAQ funding will amount to at least \$34 million in additional STP funding and \$37 million in extra CMAQ funds for the Bay Area over the life TEA 21, or a total of \$71 million above and beyond the federal funds committed in Cycle 1 and Cycle 2 programming.

**Discussion:**

MTC introduced the aforementioned RABA dividend scenario at the CMA Director’s meeting on February 25. MTC staff further offered two spending options with regard to the RABA

dividend. Please refer to the attached MTC spending option analysis and note the following Solano County developments:

--Under either the Pro Rata Distribution option or the Strategic Regional Investment option, \$999,000 in CMAQ funds is netted out from the SACOG air basin for assignment to Eastern Solano County CMAQ projects (up from the original projection of \$700,000).

--The Pro Rata Distribution option designates approximately \$1.5million to Solano County for County Rehabilitation projects; the Strategic Regional Investments option designates approximately \$1 million to Solano County for similar projects.

--Under the Strategic Regional Investments option, which focuses on a few unfunded significant regional priorities, the Vallejo Ferry receives \$5 million in State Discretionary Match funding.

**Recommendation:**

STA staff recommends that the STA Board support MTC's RABA Dividend recommendation, the Strategic Regional Investments option.

Attachment

Spending Options. One option for spending the RABA dividend would be to proportionately allocate the funds across the various Cycle 2 programming categories. Table 1 shows the effect of this distribution. The actual results of this option would depend on discretionary programming actions by the congestion management agencies and MTC.

**Table 1: Pro Rata Distribution among Cycle 2 Program Categories**

	<u>STP</u>	<u>% of STP</u>	<u>CMAQ</u>	<u>% of CMAQ</u>
<u>Amount Available</u>	\$ 34,000		\$ 37,000 *	
<u>Proposed Distribution</u>				
County Rehabilitation	\$ 34,000	100%		
Customer Service			\$ 9,250	25%
TLC			\$ 3,330	9%
Corridor Management			\$ 11,470	31%
Regional Transit			\$ 12,950	35%
<b>TOTAL</b>	<b>\$ 34,000</b>	<b>100%</b>	<b>\$ 37,000</b>	<b>100%</b>

\* Nets out \$999,000 in CMAQ funds from the SACOG air basin assigned to Eastern Solano County CMAQ projects.

We do not recommend this option because existing programming commitments in Cycle 1 and Cycle 2 can be met without the RABA resources, and subdividing the RABA dividend among the various programming categories dilutes its impact. Rather, we recommend focusing this dividend on a few significant regional priorities, which -- without the RABA revenue -- are likely to remain unfunded. We have developed an additional option shown in Table 2, which would meet this objective.

**Table 2: Strategic Regional Investments**

	<u>STP</u>	<u>CMAQ</u>	<u>TOTAL</u>
<u>Amount Available</u>	\$ 34,000	\$ 37,000 *	\$ 71,000
<u>Proposed Distribution</u>			
Local road repair	\$ 20,000		\$ 20,000
Golden Gate Bridge Seismic	\$ 2,000	\$ 24,000	\$ 26,000
Welfare to work		\$ 5,000	\$ 5,000
Spare the Air		\$ 3,000	\$ 3,000
<i>State Discretionary Matches</i>			
Vallejo Ferry		\$ 5,000	\$ 5,000
East Bay/San Jose rail ROW	\$ 12,000		\$ 12,000
<b>TOTAL</b>	<b>\$ 34,000</b>	<b>\$ 37,000</b>	<b>\$ 71,000</b>

\* Nets out \$999,000 in CMAQ funds from the SACOG air basin assigned to Eastern Solano County CMAQ projects.

Following is a brief description of each program area and our rationale for including it in this RABA dividend package:

1. Golden Gate Bridge seismic retrofit - Safeguarding the region's toll bridges from collapse in a major earthquake is a regional safety priority. Unfortunately, since the Golden Gate Bridge is not owned by the State of California, it was not part of the toll bridge seismic retrofit funding deal approved by the Legislature in 1997. The cost to retrofit the Golden Gate Bridge is \$297 million, of which \$200 million is already funded through federal (\$67 million) and local toll funds (\$133 million). We propose to target \$26 million in RABA funds for the project in CMAQ funds, and support the Bridge District in funding the remainder of the shortfall from federal and state discretionary sources (see item 5 below). This action is consistent with the Regional Transportation Plan, which proposes funding for phases 2 and 3 of the retrofit project. Since bridge retrofit is not a CMAQ eligible activity, MTC staff proposes that funding for the retrofit project be made available through a swap of CMAQ funding with Marin County STIP funding currently programmed to the 101 HOV lane gap closure project which could utilize CMAQ funds instead.
2. Local road repair - The Commission needs no education about the Bay Area's \$6 billion shortfall in maintenance funding for local streets and roads. We propose to allocate \$20 million in STP funds for this purpose to the counties based on their respective share of the region's population. However, we also recommend that these funds be allocated based on each county's performance in obligating prior Cycle 1 STP funds for local road projects. For example, if a county has obligated only 80% of its Cycle 1 STP funds for local road repair, it would be eligible for only 80% of its proportional share of these RABA funds, with the balance to be redistributed among the remaining counties which fully obligated their share of the first cycle program.
3. Welfare to work - Over the past two years, MTC has embarked upon a number of new initiatives focusing on the role of transportation in helping persons move from welfare to work, which culminated in a Welfare to Work Summit hosted by MTC last December. MTC has dedicated planning funds to develop county transportation plans for CalWORKs programs. To date, plans have been completed for Santa Clara, Contra Costa, Alameda and Napa counties and are currently underway in San Francisco, San Mateo and Sonoma counties. We are proposing to provide \$5 million in CMAQ funds to implement recommendations from these welfare to work studies. Funding could be used to augment existing transit service where a gap has been identified, or to pay for critical facilities, such as child care centers near transportation hubs, which would make transit use a more viable alternative for CalWORKs participants.
4. Spare the Air - In partnership with the Bay Area Air Quality Management District, MTC allocated \$1.7 million in Cycle 1 CMAQ funds to this innovative program to encourage Bay Area residents to take transit or rideshare on days when weather forecasts suggest the region might exceed federal or state air quality standards. However, MTC deferred programming Cycle 2 funds to this program pending an evaluation of the impact of the Spare the Air program. With that evaluation now in hand, we propose to allocate \$3 million in CMAQ funds to this clean air partnership between MTC and the Air District for the last three years of the TEA 21 authorization period.

5. State Discretionary Matches. Over the last two weeks, the Davis Administration has been aggressively seeking to pull together a program of short- and long-term funding commitments. While the overall objectives have not been fully outlined, or made public as of this writing, we discern that the Governor wants to make early programming of the Interregional Transportation Improvement Program (ITIP) or earmarking transportation projects against new estimates of General Fund surpluses for the next fiscal year a centerpiece of his developing "Transportation 2000" initiative. From preliminary discussions with Caltrans and Business, Transportation and Housing Agency (BTH) staff, we are getting a sense of projects to which the Governor may wish to target state funding. However, it appears the Administration may insist that the projects be matched with funds at the regional level—including STP, CMAQ or future STIP funds.

By the time of your workshop, we may have more information on projects being discussed for the Bay Area. In the meantime, we recommend the Commission consider projects we would offer as a challenge to the State. In addition to the Golden Gate Bridge seismic project listed above, the following two projects also are consistent with current Commission plans and policies, and could be viewed as candidates for matching CMAQ or STP funds to possible state grants. Therefore, we have chosen to include them in the chart for your consideration of RABA investment:

- Vallejo ferry: purchase of new third vessel. The Vallejo ferry is supported by MTC's regional ferry plan. This project consists of a \$10 million 300-350 seat high speed ferry vessel for the current Bay Link operations between the City of Vallejo and the City of San Francisco. Current ridership, both by commuters and recreational travelers, has consistently exceeded projections since the service start-up in May 1997. Morning commuter service demand currently exceeds capacity, and potential transit riders are left at the dock on a regular basis. The \$5 million in CMAQ recommended here is proposed to match a like \$5 million from the state.
- East Bay/San Jose Rail Right-of-way. The purchase of rail right of way to preserve an option for future transit development is supported by Commission Resolution No. 1876. MTC, in cooperation with Alameda and Santa Clara County, has been exploring the potential for rail in this heavily congested corridor. Our current Transportation Blueprint for the 21<sup>st</sup> Century flags this as a promising candidate for rail investment; possible options include commuter rail, light rail, or BART technology. Purchase of the right-of-way would represent a key step in preserving transit development options in this corridor. It is estimated to cost \$35 million in total, and we are suggesting that \$12 million be submitted as match to a potential state grant.

We look forward to discussing these or other options for spending the RABA dividend at your Commission workshop on February 23.

  
Steve Herfing





DATE: March 1, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Solano County Comprehensive Transportation Plan

**Discussion:**

On February 4, the STA Board held a one-day retreat at the Hiddenbrooke Country Club in Vallejo to discuss and develop the vision goals and objectives for the Comprehensive Transportation Plan. Seven STA Board members and four Alternates attended. The retreat participants went beyond discussion of specific existing and proposed projects, and contributed valuable ideas regarding how the STA should proceed in planning for the wide range of transportation needs in the future. Some of the major discussions involved the following:

- Review of recent progress of various transportation projects by the STA and its partners
- Review of the planning components and processes underway for the preparation of the Plan
- Development of some broad goal statements with an emphasis on “quality of life”
- Update of the STA Mission Statement as follows:

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

- Development of various criteria for reviewing benefits of transportation projects including:
  - Mobility
  - Travel Safety
  - Economic Vitality
- Need for Public Outreach and assignment of this task to the Transportation Steering Committee.
- Need to develop the STA’s own definition of “smart growth” before applying it to transportation priority setting purposes.

Rick Bishop, RB-BPRP, facilitated the retreat and attached is a more detailed Board Retreat Summary prepared by Mr. Bishop.

Attached is the list of members for the three sub-committees. The initial meetings for each of the three subcommittees have been scheduled at the STA:

- Bikes, TLC, Ridesharing and Alternative Modes – March 6, 3:30 p.m.
- Transit Subcommittee (Buses, Rail and Ferries) – March 23, 9:00 a.m.
- Arterials, Highways and Freeways - April 3, 10:00 a.m.

**Recommendations:**

- 1.) Review and approve attached STA Board Retreat Summary; 2.) Approve revised Mission Statement for the STA, and 3.) Approve Members for Subcommittees for Solano County Comprehensive Transportation Plan.

Attachments

# Solano Transportation Authority Board Retreat Summary

Friday, February 4, 2000

## Overview

Participants in the 2000 Solano Transportation Authority (STA) Visioning Retreat achieved much in a one-day session held on February 4 in Vallejo. Retreat participants went beyond discussion of specific existing and proposed projects, and contributed valuable ideas regarding how the STA should think about providing a wide range of transportation needs in the future. A special note should be made to acknowledge the advance efforts by STA staff in securing facilities, developing background materials and other handouts that were referenced during the retreat. Without this advance work, the retreat participants could not have devoted so much time to proactive planning to achieve the goals.

The following represents a summary of the day's work, including updates to existing broad strategies for application to the development of the upcoming Solano County Comprehensive Transportation Plan, scheduled to be completed within two years.

## Background on the Comprehensive Transportation Plan

In September 1999, the Transportation Steering Committee and STA staff outlined a proposal for preparing the Solano County Comprehensive Transportation Plan (CTP). The CTP concept is to revise and align individual program components that have been updated periodically during the last decade and which include the following:

- ◆ Countywide Traffic Model Update: To include findings of 1999 Traffic Model Update;
- ◆ Countywide Bicycle Plan: To update 1995 (revised in 1997) component;
- ◆ Intercity Transit Concept Plan: To update 20-year Plan, prepared in 1995;
- ◆ Rail Facilities Plan: To update plan prepared in 1994;
- ◆ Ferry Plans: Review of prior ferry plans;
- ◆ Transit Element: To incorporate major proposals of Transit Concept Plan with major proposals of short-range transit plans of all Solano operators;
- ◆ Transportation for Livable Communities and Non-Motorized Element: To address proposals from countywide bicycle plan and include a pedestrian and TLC section;
- ◆ Ridesharing, HOV lanes and other alternatives: To include carpooling, vanpooling, park-n-ride lots and other alternative modes;

- ◆ Arterials, Highways and Freeways: Review and update of street and highway proposals from the 1990 Solano County Transportation plan.

The development of a Comprehensive Transportation Plan will be a major undertaking; staff estimates that the estimated cost of the two-year process will be \$250,000 - \$300,000. At the retreat, Board members agreed with the importance of developing a comprehensive plan that attempts to provide seamless links among its disparate components and will afford the Board with a baseline document by which to consider and develop a schedule for project prioritization, selection, and implementation.

### **Retreat Summary**

Board Members and Alternates participating in the retreat included:

Dan Donahue, STA Chair (City of Vallejo)  
Marci Coglianese, Vice-Chair (City of Rio Vista)  
Pierre Bidou (City of Benicia)  
Steve Lessler (City of Fairfield)  
John Silva (Solano County)  
Rischa Slade (City of Vacaville)  
Jim Spering (Suisun City)  
George Pettygrove (City of Fairfield)  
Don Erickson (City of Dixon)  
David Fleming (City of Vacaville)  
Pete Rey (City of Vallejo)

STA staff had provided background materials in advance of the retreat, including information regarding:

- ◆ Preliminary Objectives for future discussion among CTP Subcommittee representatives;
- ◆ Broad areas of common agreement for incorporation into the future CTP process;
- ◆ Topics and questions for retreat discussion and/or possible future consideration;

### **Major Goals of the Retreat**

It should be noted that this is the first time that the STA Board has conducted a special retreat to assess its overall approach to transportation planning. While individual transportation program components (see above) have been prepared over the years, there has not been a formal attempt to meld these components into a single comprehensive document; the STA Board and staff have realized that some initial “brain-storming” and guidance is needed before initiating this endeavor. As such, the retreat structure was deliberately minimized so as not to preclude any directional discussion that the Board wanted to pursue, and the handouts and background materials were provided to stimulate rather than structure the discussions that took place. This approach seemed to work, as Board Members worked diligently during the first portion of the

retreat towards putting the STA's role in focus and perspective. Board Members recognized that significant growth is forecasted to occur in Solano County during the next twenty years (from the current 400,000 people to an estimated 550,000 by 2020), and that the STA will play an important part in maintaining the area's quality of life through its transportation decision-making.

With this in mind, STA Board Members chose initially to develop some broad themes that could be constituted as "overarching" goals in order to develop a framework for ensuing discussions. These broad statements are summarized as follows:

- ◆ The STA should strive to make Solano County a better place to live and work;
- ◆ The STA's Comprehensive Transportation Plan should serve as a model of future transportation planning for local jurisdictions and transportation agencies;
- ◆ The STA's approach to developing a Comprehensive Transportation Plan should maintain flexibility to address different mindsets, economies, and desires of multiple interests in the region;
- ◆ The STA's Comprehensive Transportation Plan should reflect and serve local government general plans, and the STA should commit to creating a stronger link among transportation plans and local general plans;
- ◆ The STA should commit to improving the quality of life through development and implementation of the Comprehensive Transportation Plan;
- ◆ The STA should be a leader in the region – as opposed to a dictator – as it pertains to the general topic of helping to "shape" and not "suffer" anticipated future growth;
- ◆ The STA Board recognizes that there are issues that are outside of its direct statutory purview (such as economic development, land use planning) that directly impact its ability to plan and implement a comprehensive transportation system for Solano county residents. Members stressed the need to develop inclusive processes in order to examine and discuss the inter-relationships and linkages that exist between common and conflicting goals/interests in Solano County;
- ◆ The STA needs to be cognizant of the potential "growth inducing" impacts of its plans and implementation programs, and work to 1) define improvements that can accommodate and not control planned growth, 2) create partnerships, and 3) encourage innovation and input as strategies are discussed and developed.

#### Re-examining the STA Mission Statement

An outgrowth of this exercise was consensus to re-examine the STA's existing Mission Statement to determine the extent to which it accurately conveys the overarching objectives discussed above. The existing Mission Statement is as follows:

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

In examining the overarching objectives, STA Board Members agreed that the foremost objective of the Authority should be – in its decision-making capacity - to improve the quality of life in Solano County. With this in mind, Members desired to reconfigure the Authority’s Mission Statement to reflect this desire. A revised Mission Statement was developed with the intention of being the cornerstone to guide the STA’s visioning and subsequent development of a Comprehensive Transportation Plan. Members agreed that the following revised Mission Statement was a better reflection of what the STA’s priorities should be in developing and implementing the CTP:

*“To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.”*

Use of Mission Statement to Develop Issues for Inclusion and Consideration in the CTP

From the development of the revised STA Mission Statement came additional discussion regarding what are perceived (initially) as important aspects of each of the three “deliverables” that constitute the revised Mission Statement (mobility, travel safety, and economic vitality). Board Members examined each of the deliverables and provided a range of issues that each of the deliverables should strive to address. These are presented below:

➤ Mission Statement Deliverable: **Ensuring Mobility**

*Issues to consider in striving to ensure mobility:*

- ◆ Application of “Smart Growth” tools and strategies (Board Members agreed that a need exists for them to craft a definition of what is meant by this term, given the varying interpretations that have been applied during recent years);
- ◆ Provision of a multimodal system to serve Solano county residents and businesses;
- ◆ Commitment to maintain the existing transportation system/network;
- ◆ Recognition of the need to address both inter- and intra-county travel and design strategies that complement both;
- ◆ Assistance in developing system/multimodal linkages, interconnectivity, and coordination between different modes;

- ◆ Development of strategies that provide equitable alternatives to the automobile in terms of cost and timeliness;
- ◆ Implementation of strategies that address safety concerns;
- ◆ Recognition of the need to develop CTP components that address around-the-clock travel, and not just focused on traditional a.m. / p.m. peak period transportation issues;
- ◆ Development of strategies to better serve needs of the elderly and handicapped;
- ◆ Recognition of the need to provide adequate space for the automobile to operate efficiently
- ◆ Consideration of strategies to improve access/service to recreational areas in Solano County.

➤ Mission Statement Deliverable: **Ensuring Travel Safety**

*Issues to consider in striving to ensure travel safety:*

- ◆ Identification of trouble areas and development of approaches to address needed improvements;
- ◆ Development of an information network to apprise STA jurisdictions of STA focus on safety and request assistance in establishing an information network for communication of safety issues;
- ◆ Focus on corridor management safety strategies;
- ◆ Focus on intra- and inter-regional truck travel and impacts;
- ◆ Focus on linking pedestrian and bicycle improvements/amenities to broader multimodal network;
- ◆ Work with local jurisdictions to develop and implement enforcement strategies aimed at improving safety;
- ◆ Need to address commuter thru-traffic in local and residential areas;
- ◆ Need to address safety issues related to truck routes within local communities.

➤ Mission Statement Deliverable: **Economic Vitality**

*Issues to consider in striving to ensure travel safety:*

- ◆ Strategies that can reduce vehicle trips so that trucks can move (concept idea was that goods movement was essential to economic vitality, and that if commuter automobile trips can be reduced it will help maximize the vitality of the goods movement network);
- ◆ Explore, in concert with local jurisdictions, the concept of jobs/housing balance to reduce current a.m. / p.m. patterns of home-to-work tripmaking;
- ◆ Explore, in concert with local jurisdictions and business leaders, strategies that can recruit businesses into Solano county;
- ◆ Consider the long-range impacts and ramifications of improvements made (i.e., when improvements are made, how will it affect the area improved as well as non-affected areas and interests.

### Additional Issues

Retreat participants also provided additional recommendations regarding issues related to the items discussed above. Participants again recognized the importance of not only developing a Comprehensive Transportation Plan that melds disparate transportation-related components, and stressed the importance of initiating and/or participating in dialogue that can also address the comprehensive relationships that transportation has with other issues of importance to Solano county residents and businesses including;

- ◆ Economic vitality;
- ◆ Environmental preservation;
- ◆ Linkages to local jurisdictional general plans;
- ◆ Advocating legislative approaches that promote the general concept of achieving jobs/housing balance and other strategies that can improve the performance of the transportation system that are not necessarily related to transportation-related expenditures.

### Need for Improved Public Outreach – Establishment of a CTP Outreach Subcommittee

A consistent theme throughout the retreat, particularly during the second half of discussions, was the need to improve public outreach from the STA to local jurisdictions, businesses and others interested in transportation issues. Retreat participants reviewed the three Subcommittees that have been established to develop strategies and provide recommendations to the STA Board as the CTP is developed. Although a public outreach program was envisioned by staff as part of the CTP development process, retreat participants suggested that a fourth Subcommittee be added to focus on outreach activities needed to both market the CTP and to garner input on issues considered to be integral to the CTP but which are outside of the STA's scope. Issues identified included promoting land use planning that can compliment and ease the burden on the transportation system, exploring smart growth strategies, and examining the impacts of decisions

on the economy. Retreat participants referred to the additional Subcommittee as being an “Outreach Subcommittee,” but it seemed clear that the work of this Subcommittee would incorporate a strong marketing component for the CTP and issues outside of the transportation realm but which could impact transportation decision-making. At the end of the retreat, it was recommended the development of an outreach program be assigned to the CTP’s Transportation Steering Committee.

### Review of Established CTP Subcommittees

In its report to the STA Board in September 1999 pertaining to the CTP process, STA staff had proposed a Subcommittee structure that would report to a Transportation Steering Committee as the CTP is developed during the two-year process. The three Subcommittees and areas of focus are as follows:

- ◆ Transit Subcommittee (buses, rail, ferries);
- ◆ Arterials, Highways, Freeways Subcommittee (Interchanges, safety, modeling);
- ◆ Bikes, TLC, and Other (Pedestrian, Ridesharing, Park-n-ride lots, Air Quality).

Retreat participants discussed desired roles and outcomes of the three Subcommittee efforts, stressing the following points:

- ◆ All Subcommittees are going to need to examine projects and provide recommendations to the Steering Committee and STA Board regarding establishment of priorities;
- ◆ Through the Subcommittees, the STA Board will strive to establish priorities that include, but are not limited to or focused on traditional mechanisms for developing priorities such as level of service. In sum, retreat participants seemed to call for a broader method of calculating the relative benefit of transportation prioritizing that is aligned with the Mission Statement, which could include a range of evaluation mechanisms;
- ◆ There could be a need for Subcommittees to meet more frequently than on a quarterly basis and to hold joint meetings as issues of common concern are discussed (staff noted that a potential constraint will be availability of resources);
- ◆ Regarding the transportation nexus to land use and “smart growth”, the retreat participants agreed that “smart growth” has become a divisive issue, and that it would be of benefit for the STA to develop its own working definition of the term prior to initiating discussions regarding how it relates to transportation improvement priority-setting. Participants agreed that there is a need to define the land use – transportation connection, and that it is important to be inclusive in holding such discussions. Discussion regarding the possible adoption of “smart growth” principles occurred;
- ◆ Recognizing that land use decisions are the domain of local governments and knowing that land use decisions impact transportation system performance, participants believed that STA

could develop incentives to encourage local governments to more comprehensively examine the impacts of land use decisions on transportation, and possibly implement actions to lessen system impacts;

- ◆ Participants stressed the need to have participation from all of the STA member jurisdictions in each of the Subcommittee activities, as well as participation from impacted and interested entities in Solano County.

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Rick Bishop, RBB

# **Preliminary List of Proposed Members of Solano Comprehensive Transportation Plan Subcommittees**

## **Transportation Steering Committee**

*Major Responsibilities: Oversight for the Solano County Comprehensive Transportation Plan*

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

## **Transit**

*Major Responsibilities: Buses, Rail, Ferries*

Dan Donahue, Committee Chair, City of Vallejo  
Fred Harris, City of Rio Vista (Alternate)  
Barbara Kondylis, Solano County (Alternate)  
Pierre Bidou, City of Benicia

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

## **Arterials, Highways, and Freeways**

*Major Responsibilities: Interchanges, major arterials, state highways, freeways*

John Silva, Committee Chair, Solano County  
Chris Manson, City of Dixon  
George Pettygrove, City of Fairfield (Alternate)  
Pete Rey, City of Vallejo (Alternate)  
Steve Messina, City of Benicia (Alternate)

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Caltrans District 4, Don Reynolds  
Chambers of Commerce  
CHP, Jim Weddell

League of Women Voters, Bernice Kaylin  
Media  
MTC – Planning, Ashley Nguyen  
Public Member  
SEDCORP, Edward Schaffnit, Syar Industries  
SEDCORP, Davis Esparza, Cal Inc.  
SEDCORP, Tom Chowaniec, General Mills  
Solano County Transportation Dept. staff, John Gray  
STA TAC, Morrie Barr  
State Senator Johannessen’s Office, Dan Sharp

**Bikes, TLC, Ridesharing, and Other Modes**

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

Marci Coglianese, Committee Chair, City of Rio Vista  
Don Erickson, City of Dixon (Alternate)  
Michael Segala, City of Suisun City (Alternate)  
David Fleming City of Vacaville, (Alternate)

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Chambers of Commerce  
Congressman George Miller’s Office , Kathy Hoffman  
Media  
Public Member  
SCI, Elizabeth Richards  
SEDCORP  
Solano Farmlands and Open Space Foundation, Pam Muick  
SolanoLinks Transit Consortium, Marci Malaster and Vanessa Klaiber  
STA BAC, Randall Carlson,  
STA BAC (Alternate), Rob Powell  
STA TAC, Ed Huestis  
YSAQMD, Larry Greene

March 2, 2000



DATE: March 1, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Proposed ADA Modifications for Bike Paths

**Discussion:**

STA staff has been working with Caltrans, FHWA and other agencies to develop proposed modifications of the ADA requirements as they relate to bike paths on steep slopes such as the Solano Bikeway. Based on current federal ADA regulations and California Title 24, all multi-use bike routes over 5% grade require 4' X 4' landings and handrails for every 30" of vertical rise. The Solano Bicycle Advisory Committee (BAC) and staff of the STA and the City of Vallejo believe that this creates a number of hazards and a substantial increase in costs of 20% or more for a project like Solano Bikeway. The current proposal for the Solano Bikeway is to provide a landing for every 60" of vertical rise.

The Federal Highway Administration's Access Board has established a public right-of-way committee to address this matter. The STA staff proposes to draft a letter for the STA Chair recommending the deletion of these significant number of landing requirements on a multi-use bike route such as Solano Bikeway and instead support providing fewer mid-point landing(s) and information signs instead to advise the disabled community on the severity of the grade and the opportunities available for resting and turning around (if the path is too narrow to turn around mid-way).

The STA also plans to submit the Solano Bikeway project and these ADA proposals to the Solano County Paratransit Coordinating Council (PCC) at their next meeting on March 17. The PCC is mainly responsible for paratransit and transit matters and does not possess an advisory role on bike routes or trails which is the responsibility of the STA Board's Bicycle Advisory Committee. However, since the PCC has expressed an interest in the matter and wants to make sure that there are opportunities for access on this route by the disabled, staff feels it is appropriate to provide them an informational report on the matter.

**Recommendation:**

1.) Authorize the Chair to write a letter supporting modifications of the ADA requirements for multi-use bike routes on steep slopes. 2.) Support modification of California Title 24 regarding landings for bike/pedestrian paths, and 3) Request staff to monitor and provide input on the FHWA Access Board's pending studies and guidelines on ADA pedestrian access requirements for multi-use trails on public rights-of-way.





DATE: March 1, 2000  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Open Space Forum and Grant Request

**Background:**

On May 19, 2000, a diverse group of Solano County organizations is planning to host a county-wide forum to discuss the preservation of the county's vast resource of open space. The Solano County Farmlands and Open Space Foundation, the Solano Economic Development Corporation (SEDCORP), Bay Area Open Space Council, and the County of Solano are jointly coordinating this event. On February 10, 2000, the City-County Coordinating Council of Solano adopted a resolution (see attached) endorsing, supporting and agreeing to participate in this forum. As part of the effort, the Solano County Farmlands and Open Space Foundation is seeking funding from the Conserving California Landscape Initiative/David J. and Lucile Packard Foundation to fund the May 19, 2000 forum and to assist in their efforts to develop an open space vision for Solano County.

On February 25, the Transportation Action Team, comprised of members of SEDCORP and the STA Board, discussed the importance and need for the representatives of various countywide issues such as transportation, open space and economic vitality to work together to build consensus on their respective and interrelated issues.

**Discussion:**

Board Member Marci Coglianese has requested the STA consider supporting the Solano County Farmlands and Open Space Foundation's request for grant funding and participating in the May 19, 2000 forum. Attached are copies of the resolution adopted by the City-County Coordinating Council and a summary of the proposed forum planned for May 19, 2000.

**Recommendation:**

1. Authorize the STA Chair to forward a letter supporting the Solano County Farmlands and Open Space request for grant funds from the Conserving California Landscape Initiative/David J. and Lucile Packard Foundation to fund the May 19, 2000 Solano Open Space Forum.
2. Support the STA's participation in the May 19, 2000 forum to explore an open space vision for Solano County.

Attachments

**CITY-COUNTY COORDINATING COUNCIL OF SOLANO  
RESOLUTION NO. 2000-01**

**RESOLUTION TO ENDORSE, SUPPORT AND PARTICIPATE IN THE  
MAY 19, 2000, FORUM TO EXPLORE AN OPEN SPACE VISION FOR SOLANO**

WHEREAS, open space lands are valuable community assets which serve a wide variety of important purposes, including offering recreational opportunities; providing water quality, wildlife and habitat protection; creating scenic vistas, and serving as community separators; and

WHEREAS, Solano County's open space lands contribute greatly to our high quality of life, and make our county an attractive and distinctive place to live, work, locate a business and raise a family; and

WHEREAS, the County and the seven cities each have individual goals for preservation of open space; and some have jointly developed regional plans such as the Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation by Benicia, Fairfield, Vallejo and the County; and the Vaca-Dixon Greenbelt Authority by Vacaville and Dixon; and all are exploring creative approaches to fully realize their goals and plans; and

WHEREAS, Solano is projected to experience strong economic and population growth in the next twenty years, making it vital that today we consider the creation of a comprehensive, integrated countywide open space vision and strategy to permanently conserve open space lands to maintain our high quality of life; and

WHEREAS, on May 19, 2000, the Solano County Farmlands and Open Space Foundation, SEDCORP, the Solano County Board of Supervisors and the Bay Area Open Space Council are convening a forum to explore a countywide open space vision for Solano; and

WHEREAS, it is critical to the success of the forum that we encourage the widest possible participation from all jurisdictions, regions and sectors of the county;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS: the City-County Coordinating Council of Solano endorses, supports and agrees to participate in the May 19, 2000 forum to explore an open space vision for Solano.

PASSED AND ADOPTED this 10th day of February, 2000.

AYES: Messina, Erickson, Lessler, Harris, Spring, Fleming, Intintoli, Kromm, Silva, Kondylis

NOES: None

ABSENT: Carroll, Thompson

ATTEST: \_\_\_\_\_

  
Clerk of the Council

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## An Open Space Vision for Solano County

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Solano County is blessed with abundant open space. The open space provides a variety of benefits which enhance our quality of life and make Solano an attractive place to live, work and raise families. It provides recreational opportunities, protects water quality, serves as community separators, hosts fish and wildlife habitat, and creates scenic vistas. It is an important factor in our economic vitality and quality of life.

Now is a great time to consider Solano's open space future. Unlike many other areas around the state, Solano still has significant open space resources. Funding is available from a variety of regional, state, federal and foundations, and more could soon become available, such as the State Park and Water bonds. To secure a share for Solano, we need to develop a local match and a strategy for managing the lands after they are acquired.

To help Solano's community leaders develop a county-wide vision for the conservation and management of our open space assets, a conference is planned for May 19th. It is designed to facilitate a community discussion about open space assets, the contribution open space makes to our quality of life and economic vitality, and priorities for open space conservation, such as community separators.

It is being organized by a diverse group of organizations, including the Solano County Farmlands and Open Space Foundation, the Solano Economic Development Corporation, and the County of Solano.

### **Date, Time and Location**

- May 19, 2000
- From 8 am to 1:45 pm
- Delta Breeze Club, Travis Air Force Base

### **Audience**

- Community leaders from business and nonprofit organizations
- Staff and elected officials from each city and the county
- Interested members of the general public

### **Purpose**

- To build a consensus-driven vision for permanent conservation of open space lands in Solano County by stimulating a discussion on the value of these community assets.

### **Objectives**

- Make the connection between quality of life, economic vitality and open space protection which makes Solano County a desirable place to live and work.
- To have a community discussion about the uses and values of open space.
- To build support for creating an implementation strategy to implement the vision.

### **What the Conference is *Not* About**

- Land use planning for the cities and county, shaping urban growth patterns, or cities' individual goals for open space.
- Pronouncing that agricultural lands are "open space."
- Taking private property or condemnation of lands.

Solano Transportation Authority

Res. No. 2000-\_\_

**RESOLUTION TO ENDORSE, SUPPORT AND PARTICIPATE IN THE  
MAY 19, 2000, FORUM TO EXPLORE AN OPEN SPACE VISION FOR SOLANO**

**WHEREAS**, open space lands are valuable community assets which serve a wide variety of important purposes, including offering recreational opportunities; providing water quality, wildlife and habitat protection; creating scenic vistas, and serving as community separators; and

**WHEREAS**, Solano County's open space lands contribute greatly to our high quality of life, and make our county an attractive and distinctive place to live, work, locate a business and raise a family; and

**WHEREAS**, the County and the seven cities each have individual goals for preservation of open space; and some have jointly developed regional plans such as the Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation by Benicia, Fairfield, Vallejo and the County; and the Vaca-Dixon Greenbelt Authority by Vacaville and Dixon; and all are exploring creative approaches to fully realize their goals and plans; and

**WHEREAS**, Solano is projected to experience strong economic and population growth in the next twenty years, making it vital that today we consider the creation of a comprehensive, integrated countywide open space vision and strategy to permanently conserve open space lands to maintain our high quality of life; and

**WHEREAS**, on May 19, 2000, the Solano County Farmlands and Open Space Foundation, SEDCORP, the Solano County Board of Supervisors and the Bay Area Open Space Council are convening a forum to explore a countywide open space vision for Solano; and

**WHEREAS**, it is critical to the success of the forum that we encourage the widest possible participation from all jurisdictions, regions and sectors of the county;

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:** the Solano Transportation Authority endorses, supports and agrees to participate in the May 19, 2000, forum to explore an open space vision for Solano.

PASSED AND ADOPTED this 8th day of March, 2000.

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Clerk of the Authority



DATE: March 1, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Draft Jepson Parkway Concept Plan and Plan Line Update

**Discussion:**

Attached is the most recent status report provided by Bob Grandy (Grandy & Associates), the lead consultant for the Jepson Parkway Concept Plan project. Staff is scheduling presentations for the cities of Fairfield (held on 2/26/2000), Suisun City (3/21/2000), Vacaville (3/28/2000) and Solano County (3/28/2000). Copies of the Concept Plan and/or Executive Summary have been distributed to various agencies, elected officials, the media, and members of the public. Comments are due to the STA by late March. The Vacaville Reporter, Fairfield Daily Republic and Vallejo Times Herald have all run expansive stories on the project in recent weeks. The draft Concept Plan and all written comments will be agendaized for STA Board review on April 12, 2000.

As noted in Grandy's summary, a formal field review with Caltrans/ FHWA and the four member agencies has been scheduled for March 2, 2000. In addition to the attached list of activities, Mark Thomas is updating the cost estimates for each of the project's ten segments. This information will be discussed with members of the project's working group and Board subcommittee prior to full Board consideration in May or June, 2000.

**Recommendation:**

Information Only

Attachment

Copies of the Draft Jepson Parkway Concept Plan  
can be obtained by contacting the  
Solano Transportation Authority at (707) 422-6491.

## MEMORANDUM

TO: Daryl Halls, STA

FROM: Bob Grandy, Grandy & Associates

SUBJECT: Jepson Parkway Status Report - February, 2000

DATE: March 1, 2000

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Overview: Phase 1 activities include the preparation of a Corridor Concept Plan, an Environmental Constraints Report, a Project Description and a Draft Plan Line. These products will define the project and alternatives that will be evaluated during Phase 2, when an Environmental Impact Statement/Environmental Impact Report will be prepared. Phase 1 activities were completed on schedule, allowing a presentation of all work products in draft form to the STA Board at the February, 2000 meeting.

Corridor Concept Plan (MIG): The Draft Plan was presented to the STA Board on February 9. The Plan included a project summary, a transit element, a bicycle & pedestrian element, a landscape element, transit-supportive land use guidelines, a phasing & management plan, and candidate livable community projects.

Environmental (Jones & Stokes): An Outline of the *Project Description and Alternatives* and a *Draft Constraints Report* was presented to the Working Group on December 9. The purpose of the *Constraints Report*, which provides a preliminary overview of environmental resources in the corridor, is to allow for the consideration of these constraints in early project design efforts.

Engineering (Mark Thomas): Base maps of the corridor are complete. A Draft of the Plan Line for the whole corridor was presented to the STA Board on February 9. The Plan Line shows right-of-way limits, roadway and median configurations, intersection geometrics and bikeway/pedestrian facilities.

Consultant Contract Status: All work activities included in the current consultant contracts are proceeding on budget. The work programs for the Environmental and Engineering contracts, executed in May of 1999, excluded several work tasks that were originally proposed by the consultants. Because of uncertainties as to whether these environmental and engineering tasks should be undertaken by the STA during the current environmental stage or by individual jurisdictions during the subsequent final design/permitting stage, these tasks were deferred. Reserve funds (e.g., STIP funds) were set aside to conduct any additional tasks that may be required during the current planning and environmental stage. A formal field review is scheduled with Caltrans and the Federal Highway Administration (FHWA) on March 2 to refine/update the work program for the EIS/EIR based on the project as defined in the Draft Concept Plan and Draft Plan Line.





DATE: March 1, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Governor's Proposal for 2000 STIP Augmentation Program

**Discussion:**

At the February 9, 2000 STA Board meeting, STA staff described the Governor's intention to accelerate project programming through the State Transportation Improvement Program (STIP) by bringing forward \$3 billion in additional programming capacity from future federal funds (2004-2007). Under this scenario, Solano County's share would be approximately \$24 for the three out years of the 2000 STIP. An augmented 2000 STIP would require a new Fund Estimate which the California Transportation Commission was alleged to be preparing for its February 23, 2000, meeting. If approved, this timeframe would have forced MTC to impose an April 2000 deadline for nominated projects.

Due to a negative response from the California Legislature, the STIP Augmentation item was tabled and no action was taken on February 23. A copy of the letter sent to the CTC by the legislative delegation is attached. At this time it is unknown whether the STIP augmentation proposal is temporarily stalled or permanently stalled in Sacramento. MTC does recommend that its member jurisdictions remain prepared to respond to a lightning quick project call just in case.

STA staff has informed the STA TAC of the possibility of a sudden project call and will agendize the development of a project proposal list at the March TAC meeting.

**Recommendation:**

Information only

Attachment

# CALIFORNIA LEGISLATURE

STATE CAPITOL  
SACRAMENTO, CALIFORNIA  
95814

February 3, 2000

Mr. Dana Reed  
Chairman  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 94273-0001

Dear Chairman Reed:

We write to strongly state our concerns with the commission's expressed intent to use GARVEE bond authority to revise the 2000 Fund Estimate.

In our view, reliance on the authority contained in SB 928 (Burton, Chapter 862, Statutes of 1999) to provide a general increase in the 2000 Fund Estimate is premature, inappropriate and possibly illegal. We draw these conclusions based on the following points:

1. **Relying on the GARVEE bond authority to increase the Fund Estimate is not consistent with the intent of the legislation:** The intent of SB 928 was to provide transportation planners with a tool to deliver *specific* projects in the most efficient manner possible, not to provide the illusion of new revenue where none exists. The bill authorized the commission, working with federal and local agencies, to "*from time to time select and designate eligible projects*" for GARVEE bond financing. The universe of projects being considered by the commission for GARVEE bonding is not well defined at this time. As further evidence of the Legislature's intent to limit the use of GARVEE bonds, SB 928 contains a cap (30 percent per annum) on the amount of federal funds out of the state highway account that can be used for GARVEE debt service.
2. **It is not fiscally prudent--and may be illegal--to proceed with GARVEE bond financing prior to completing the due diligence required by SB 928.** The commission has not yet performed duties the legislation required as a *prerequisite to the issuance of GARVEE bonds* (e.g., establishing guidelines for the use of GARVEE bonds, providing the Legislature with a bond capacity report, making a determination that GARVEE bond financing is the most appropriate tool to deliver a given project, etc.). An increase in the Fund Estimate based on the authority granted by SB 928 is clearly premature at this time.

3. **GARVEE bonds, alone, do not address the long-term investment deficit in the state's transportation infrastructure:** As the attached chart reveals, demand on our state's transportation system is projected to far outpace revenues that support the system. The issuance of GARVEE bonds does little to address this disturbing long-term trend.

As Caltrans noted in an analysis of SB 928 last year:

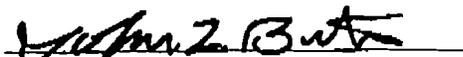
**"While [a GARVEE bond] may allow acceleration of work that is not being accelerated due to cash flow constraints, it does not add capacity to the funding pot."**

You might recall that SB 928 was not introduced as the single answer to the state's transportation funding woes, but as one element in a comprehensive transportation-funding package.

While we may agree with the commission's desire to increase the programming capacity of the STIP, we are concerned with your reliance on the GARVEE bond authority to achieve that goal. There are several ways to enhance the STIP's capacity, and the Legislature will consider numerous proposals to do just that, including, but not limited to, the introduction of new investment in the state's transportation system.

We look forward to working with the commission and the administration on a comprehensive transportation-funding package this year. In order for that collaboration to occur, we respectfully request the commission to reconsider its intention to use GARVEE bond authority to revise the 2000 Fund Estimate.

Thank you for your consideration of this request.



John L. Burton  
President pro Tempore



Ross Johnson  
Senate Minority Leader



Antonio Villaraigosa  
Speaker of the Assembly



Scott Baugh  
Assembly Minority Leader

cc: Jose Medina, Director, Department of Transportation  
Tony Harris, Chief Deputy Director, Department of Transportation





DATE: March 1, 2000  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Legislative Report and SB 1506 (Chesbro)

**Discussion:**

The deadline for the State Legislature to introduce bills during the 2000 legislative year passed on Friday, February 25, 2000. Staff is in the process of reviewing a number of bills affecting transportation statewide and within Solano County. A copy of the STA Board's adopted 2000 Legislative Platform and Priorities has been attached for your information.

In January, STA staff met with the three other North Bay counties (Marin, Napa and Sonoma) to discuss transportation priorities in preparation for the Metropolitan Transportation Commission's (MTC) annual legislative trips to Sacramento and Washington D.C. Attached is a list of North Bay priorities collectively developed by the four counties. These priorities have been forwarded to MTC and were the basis for some North Bay priorities being incorporated into MTC's advocacy efforts. On February 28, STA staff and STA Board Member/MTC Commissioner Jim Sperring joined representatives from Marin, Napa, Sonoma, Alameda and MTC at MTC's annual legislative trip to Sacramento.

In response to a request from Governor Gray Davis, state legislators have been requesting that transportation agencies and local governments submit project requests for projects that can be delivered within 6 months to a year. STA staff has provided a short list of Solano County projects for consideration of state funding to members of our delegation.

**Recommendation:**

Adopt watch position for SB 1506 (Chesbro)

Attachments

## LEGISLATIVE REPORT

**Legislation:** SB 1506 (Chesbro)

**Subject:** Creation of a North Bay Caltrans District

### **Background:**

State Senator Wes Chesbro has introduced SB 1506 that would create a separate Caltrans District for the North Bay counties of Napa, Solano and Sonoma. The Senator has indicated his intention to add Marin County to the legislation. An appropriation of \$1 million from the State Highway Account has been identified initially to fund the creation of the new district.

The State Department of Transportation (Caltrans) is divided into 12 separate Caltrans districts. Solano County is one of nine counties located within Caltrans District IV. Solano County was shifted from Caltrans District X in 1995. This district is contiguous with the boundaries served by the Association of Bay Area Governments (ABAG), which serves as the Bay Area's Council of Governments, and the Metropolitan Transportation Commission, which serves as the Bay Area's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA).

Caltrans District IV is the largest district in California in terms of total budget (approximately \$350 million per year). In fact, District IV's budget is double the size of all other Caltrans Districts with the exception of District VII (Los Angeles and Ventura Counties). The last Caltrans District to be formed was District XII in 1991 when Orange County was spun off from District VII.

### **Discussion:**

This legislation has been introduced by Senator Craven due to the lack of responsiveness by Caltrans District IV regarding several projects, particularly several projects located in Sonoma County. Solano County jurisdictions have generally viewed the transition from District X to District IV as an improvement. When this item was discussed at the STA TAC in February there was no apparent interest in supporting a shift away from District IV. Part of this lack of enthusiasm may be based on the current relationships and contacts established by Solano County's various public works staff (local project sponsors) with Caltrans District IV.

There has been significant discussion at the regional and state level concerning Caltrans and their ability to ensure the timely delivery of projects. One common theme identified is the lack of sufficient staffing resources (particularly experienced engineers) to adequately address the backlog of transportation projects.

SB 1506 raises a number of logistical questions and uncertainty regarding the impact or delay in delivering current projects during a potential transition to a new Caltrans District. There were

some project delays incurred by Solano County projects during the transition from District X to District IV.

Senator Chesbro and his staff have indicated their interest in heightening awareness on the issue of Caltrans and project delivery, and their willingness to consider amendments to the bill. Transportation staff from the Solano (STA), Marin, Napa and Sonoma met with Chesbro's staff on February 28, 2000 to discuss the bill. Some of the issues identified were:

1. Will a new district expedite project delivery for the North Bay?
2. Would a transition to a new district have any short term negative effect on current Caltrans projects in the North Bay?
3. Is the initial funding for the proposed District adequate?
4. What is the position on the legislation from neighboring counties (i.e., Contra Costa)?
5. What is the Caltrans' position on the legislation?
6. What level of staff experience will the new District have?
7. Is there a greater need for other separate Bay Area Caltrans districts (i.e, Santa Clara)?
8. Would there be any negative institutional barriers to continued bay area wide transportation planning and coordination?

Currently, several committees have been organized in the region focused on the subject of project delivery (established by AB 1012). An initial meeting on this topic was held in Vacaville in February. This process may provide the basis for providing substantive recommendations to reform and streamline project delivery at the Federal, State, regional and local level.

Currently, Marin, Napa and Sonoma have not adopted positions on SB 1506. Staff from Sonoma has indicated they would be inclined to support the bill, but Marin and Napa plan to remain neutral.

**Recommendation:**

Staff is recommending the STA adopt a position of watch on SB 1506.

**SENATE BILL**

**No. 1506**

**Introduced by Senator Chesbro**

**February 15, 2000**

An act to add Section 189.2 to the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

**LEGISLATIVE COUNSELS DIGEST**

SB 1506, as introduced, Chesbro. Transportation district: Counties of Solano, Sonoma, and Napa.

Existing law does not provide a separate state transportation district for the Counties of Solano, Sonoma, and Napa.

This bill would establish a state transportation district in those counties and would require that district to have a separate district organization, staff, and facilities.

The bill would appropriate \$1,000,000 from the State Highway Account in the State Transportation Fund to the Department of Transportation for the initial cost of establishing that district.

Vote: majority. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 189.2 is added to the Streets and
- 2 Highways Code, to read:
- 3 189.2. Notwithstanding any other provision of law, a
- 4 state transportation district, consisting of the Counties of
- 5 Solano, Sonoma, and Napa, is hereby created. The district

99

Post-it® Fax Note 7671		Date	# of pages <b>2</b>
To <b>DARYL HAUS</b>	From <b>Jan 90 DER</b>		
Co./Dept. <b>FYI</b>	Co.		
Phone #	Phone #		
Fax #	Fax #		

**SB 1506**

— 2 —

1 shall have a separate district organization, staff, and  
2 facilities in the district.  
3 SEC. 2. The sum of one million dollars (\$1,000,000) is  
4 hereby appropriated from the State Highway Account in  
5 the State Transportation Fund to the Department of  
6 Transportation for expenditure by the department for  
7 the initial cost of establishing, pursuant to Section 189.2 of  
8 the Streets and Highways Code, a separate district  
9 organization, staff, and facilities for that state  
10 transportation district, as directed by executive order of  
11 the Governor, and for an independent audit of the costs  
12 relating to establishing that separate district  
13 organization.

O

# CALTRANS DISTRICTS

## District 1

**Del Norte  
Humboldt  
Mendocino  
Lake**

## District 2

**Lassen  
Modoc  
Plumas  
Shasta  
Siskiyou  
Tehama  
Trinity**

## District 3

**Butte  
Colusa  
El Dorado  
Glenn  
Nevada  
Placer  
Sacramento  
Sierra  
Sutter  
Yolo  
Yuba**

## District 4

**Santa Clara  
Alameda  
San Mateo  
San Francisco  
Contra Costa  
Marin  
Solano  
Sonoma  
Napa**

## District 5

**San Luis Obispo  
Santa Barbara  
Monterey Peninsula  
Salinas  
Santa Cruz**

## District 6

**Madera  
Fresno  
Tulare  
Kings  
Kern**

## District 7

**Los Angeles  
Ventura**

## District 8

**San Bernardino  
Riverside**

## District 9

**Inyo  
Mono  
Kern**

**District 10**

**Alpine  
Amador  
Calaveras  
Mariposa  
Merced  
San Joaquin  
Tuolumne**

**District 11**

**San Diego  
Imperial**

**District 12**

**Orange County**

**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
1	Aeronautics	6,597	0	6,597	6,597	0	6,597
	Capital Outlay Support	1,412,239	163,470	1,575,709	1,439,734	124,224	1,563,958
	Local Assistance	182,701	20,012	202,713	273,966	35,184	309,150
	Transp. System Information	138,576	118,994	257,570	140,093	20,494	160,587
	Programming	37,173	2,158	39,331	37,173	2,158	39,331
	New Technology/Research	33,674	0	33,674	67,348	0	67,348
	Legal	65,524	35,327	100,851	71,614	30,327	101,941
	Traffic Operations	603,362	141,373	744,735	695,734	73,198	768,932
	Permits	416,881	53,533	470,414	423,755	44,968	468,723
	Maintenance	11,313,378	16,411,566	27,724,944	12,791,010	17,405,014	30,196,024
	Mass Transportation	139,350	10,863	150,213	163,878	12,082	175,960
	Rail	6,247	3,000	9,247	0	0	0
	Planning	410,734	58,582	469,316	866,648	86,678	953,326
	Administration	652,140	1,245,486	1,897,626	719,054	711,517	1,430,571
1	<b>TOTAL</b>	<b>\$15,418,576</b>	<b>\$18,264,364</b>	<b>\$33,682,940</b>	<b>\$17,696,604</b>	<b>\$18,545,844</b>	<b>\$36,242,448</b>
2	Aeronautics	6,597	0	6,597	6,597	0	6,597
	Capital Outlay Support	1,806,384	106,285	1,912,669	1,601,763	135,182	1,736,945
	Local Assistance	273,859	163,566	437,425	524,538	88,287	612,825
	Transp. System Information	310,290	227,275	537,565	365,615	92,975	458,590
	Programming	52,808	2,306	55,114	52,808	2,306	55,114
	New Technology/Research	52,748	14,600	67,348	67,348	0	67,348
	Legal	96,770	15,360	112,130	89,013	3,960	92,973
	Traffic Operations	665,093	252,181	917,274	768,169	201,869	970,038
	Permits	474,162	40,556	514,718	502,351	41,060	543,411
	Maintenance	15,537,407	23,642,829	39,180,236	16,548,927	23,958,140	40,507,067
	Mass Transportation	135,680	24,290	159,970	155,509	12,205	167,714
	Planning	503,551	88,190	591,741	1,099,739	96,859	1,196,598
	Administration	647,488	1,270,168	1,917,656	826,839	967,904	1,794,743
2	<b>TOTAL</b>	<b>\$20,562,837</b>	<b>\$25,847,606</b>	<b>\$46,410,443</b>	<b>\$22,609,216</b>	<b>\$25,600,747</b>	<b>\$48,209,963</b>

**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
3	Capital Outlay Support	66,901,648	14,923,220	81,824,868	68,464,422	8,711,022	77,175,444
	Local Assistance	829,778	102,335	932,113	1,520,510	175,575	1,696,085
	Transp. System Information	564,697	82,134	646,831	571,117	27,134	598,251
	Programming	123,989	4,583	128,572	123,989	4,583	128,572
	Legal	229,534	30,437	259,971	275,241	30,437	305,678
	Traffic Operations	3,045,062	875,155	3,920,217	3,153,924	1,135,601	4,289,525
	Toll	502,000	470	502,470	0	0	0
	Real Property Services	221,034	20,675	241,709	247,016	18,675	265,691
	Permits	2,062,892	173,581	2,236,473	884,048	123,029	1,007,077
	Maintenance	27,539,719	30,503,582	58,043,301	28,941,067	32,801,193	61,742,260
	Mass Transportation	315,880	19,133	335,013	438,374	43,263	481,637
	Planning	1,184,665	151,289	1,335,954	7,981,510	411,090	8,392,600
	Administration	1,580,784	4,422,904	6,003,688	1,739,509	2,895,920	4,635,429
3	<b>TOTAL</b>	<b>\$105,101,682</b>	<b>\$51,309,498</b>	<b>\$156,411,180</b>	<b>\$114,340,727</b>	<b>\$46,377,522</b>	<b>\$160,718,249</b>
4	Capital Outlay Support	128,922,710	33,406,082	162,328,792	125,126,457	26,611,939	151,738,396
	Local Assistance	1,656,123	175,425	1,831,548	3,188,537	369,794	3,558,331
	Transp. System Information	583,813	144,943	728,756	590,653	100,943	691,596
	Programming	276,090	6,608	282,698	276,090	6,608	282,698
	Legal	377,859	138,893	516,752	405,000	116,437	521,437
	Traffic Operations	10,469,402	1,948,819	12,418,221	10,695,470	1,720,619	12,416,089
	Toll	15,900,000	19,203,000	35,103,000	14,839,516	4,152,460	18,991,976
	Real Property Services	690,533	517,046	1,207,579	539,604	294,500	834,104
	Permits	2,881,136	163,420	3,044,556	3,022,037	182,084	3,204,121
	Maintenance	59,165,217	59,753,379	118,918,596	67,723,890	59,349,849	127,073,739
	Mass Transportation	649,270	39,356	688,626	968,352	95,232	1,063,584
	Planning	1,528,254	412,927	1,941,181	8,344,041	367,701	8,711,742
	Administration	3,359,967	19,678,802	23,038,769	3,696,204	9,199,762	12,895,966
4	<b>TOTAL</b>	<b>\$226,460,374</b>	<b>\$135,588,700</b>	<b>\$362,049,074</b>	<b>\$239,415,851</b>	<b>\$102,567,928</b>	<b>\$341,983,779</b>

**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
5	Capital Outlay Support	2,976,983	136,518	3,113,501	1,997,627	120,882	2,118,509
	Local Assistance	341,109	41,379	382,488	711,724	93,482	805,206
	Transp. System Information	233,770	122,698	356,468	233,961	22,698	256,659
	Programming	39,644	2,151	41,795	39,644	2,151	41,795
	New Technology/Research	0	344,251	344,251	0	0	0
	Legal	126,653	15,229	141,882	130,030	3,229	133,259
	Traffic Operations	1,280,830	269,265	1,550,095	1,379,106	211,353	1,590,459
	Toll	0	0	0	0	0	0
	Permits	420,716	42,534	463,250	469,033	49,322	518,355
	Maintenance	13,279,293	14,107,230	27,386,523	14,420,860	17,008,674	31,429,534
	Mass Transportation	263,590	15,881	279,471	270,781	14,485	285,266
	Rail	27,488	14,000	41,488	16,401	2,400	18,801
	Planning	907,065	206,339	1,113,404	1,611,525	413,722	2,025,247
	Administration	612,984	1,190,674	1,803,658	730,169	787,344	1,517,513
5	<b>TOTAL</b>	<b>\$20,510,125</b>	<b>\$16,508,149</b>	<b>\$37,018,274</b>	<b>\$22,010,861</b>	<b>\$18,729,742</b>	<b>\$40,740,603</b>
6	Aeronautics	9,896	0	9,896	9,896	0	9,896
	Capital Outlay Support	73,886,192	17,976,229	91,862,421	82,039,935	20,152,313	102,192,248
	Local Assistance	566,906	55,830	622,736	1,278,951	122,211	1,401,162
	Transp. System Information	371,964	175,584	547,548	381,822	33,584	415,406
	Programming	57,366	2,437	59,803	57,366	2,437	59,803
	Legal	120,474	30,562	151,036	162,951	15,562	178,513
	Traffic Operations	2,024,734	1,101,822	3,126,556	2,149,872	943,653	3,093,525
	Real Property Services	209,580	34,430	244,010	256,923	23,400	280,323
	Permits	1,201,824	64,832	1,266,656	1,289,352	76,300	1,365,652
	Maintenance	16,356,951	21,912,221	38,269,172	18,583,664	25,343,619	43,927,283
	Mass Transportation	207,370	12,556	219,926	209,541	11,829	221,370
	Rail	62,931	22,000	84,931	23,235	3,400	26,635
	Planning	913,657	170,497	1,084,154	8,781,463	735,961	9,617,424
	Administration	1,434,985	5,323,507	6,758,492	1,616,393	4,964,210	6,580,603
6	<b>TOTAL</b>	<b>\$97,424,830</b>	<b>\$46,882,507</b>	<b>\$144,307,337</b>	<b>\$116,841,364</b>	<b>\$52,428,479</b>	<b>\$169,369,843</b>

**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
7	Capital Outlay Support	74,120,716	17,045,446	91,166,162	69,517,521	14,791,122	84,308,643
	Local Assistance	1,249,492	110,890	1,360,382	3,631,767	443,605	4,075,372
	Transp. System Information	976,039	184,908	1,160,947	986,573	97,908	1,084,481
	Programming	183,601	5,726	189,327	183,601	5,726	189,327
	New Technology/Research	188,574	436,000	624,574	237,130	3,514,984	3,752,114
	Legal	319,910	51,907	371,817	404,956	51,907	456,863
	Traffic Operations	14,923,911	3,763,031	18,686,942	14,414,130	3,611,417	18,025,547
	Toll	1,100,000	153,013	1,253,013	1,227,000	177,000	1,404,000
	Permits	2,930,639	231,159	3,161,798	3,066,600	243,869	3,310,469
	Maintenance	50,518,338	61,361,077	111,879,415	51,947,338	65,321,377	117,268,715
	Mass Transportation	449,020	23,538	472,558	721,919	82,643	804,562
	Rail	40,394	17,000	57,394	75,493	12,900	88,393
	Planning	1,816,337	154,912	1,971,249	10,133,349	417,651	10,551,000
	Administration	2,809,829	6,653,051	9,462,880	3,010,325	6,477,622	9,487,947
7	<b>TOTAL</b>	<b>\$151,626,800</b>	<b>\$90,191,658</b>	<b>\$241,818,458</b>	<b>\$159,557,702</b>	<b>\$95,249,731</b>	<b>\$254,807,433</b>
8	Aeronautics	9,896	0	9,896	9,896	0	9,896
	Capital Outlay Support	41,602,710	9,779,957	51,382,667	48,421,948	2,968,143	51,390,091
	Local Assistance	490,900	41,426	532,326	1,269,952	138,233	1,408,185
	Transp. System Information	828,709	201,637	1,030,346	904,918	85,637	990,555
	Programming	110,850	4,433	115,283	110,850	4,433	115,283
	New Technology/Research	41,022	1,236,725	1,277,747	101,022	1,708,844	1,809,866
	Legal	315,351	30,597	345,948	328,084	10,597	338,681
	Traffic Operations	4,007,725	997,945	5,005,670	4,156,979	892,582	5,049,561
	Permits	3,243,834	230,294	3,474,128	2,070,284	214,923	2,285,207
	Maintenance	21,810,354	28,772,041	50,582,395	25,165,254	34,548,649	59,713,903
	Mass Transportation	144,060	30,015	174,075	198,975	16,673	215,648
	Rail	0	240,000	240,000	0	0	0
	Planning	812,996	154,011	967,007	4,832,212	252,823	5,085,035
	Administration	1,332,958	10,238,748	11,571,706	1,483,604	4,041,293	5,524,897
8	<b>TOTAL</b>	<b>\$74,751,365</b>	<b>\$51,957,829</b>	<b>\$126,709,194</b>	<b>\$89,053,978</b>	<b>\$44,882,830</b>	<b>\$133,936,808</b>

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**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
9	Capital Outlay Support	1,716,661	75,354	1,792,015	981,209	63,697	1,044,906
	Local Assistance	151,011	20,566	171,577	199,633	26,768	226,401
	Transp. System Information Programming	129,040	137,342	266,382	131,512	107,342	238,854
	Legal	35,628	2,147	37,775	35,628	2,147	37,775
	Traffic Operations	33,927	25,112	59,039	48,986	10,112	59,098
	Permits	345,470	86,930	432,400	383,375	70,949	454,324
	Maintenance	209,154	33,431	242,585	207,726	32,025	239,751
	Mass Transportation	7,210,785	11,060,201	18,270,986	8,043,855	11,735,246	19,779,101
	Planning	56,570	3,817	60,387	77,147	7,974	85,121
	Administration	340,440	84,962	425,402	805,089	90,287	895,376
		454,683	658,964	1,113,647	527,632	471,412	999,044
9	<b>TOTAL</b>	<b>\$10,683,369</b>	<b>\$12,188,826</b>	<b>\$22,872,195</b>	<b>\$11,441,792</b>	<b>\$12,617,959</b>	<b>\$24,059,751</b>
10	Capital Outlay Support	2,709,615	122,766	2,832,381	1,698,157	114,252	1,812,409
	Local Assistance	341,060	80,628	421,688	711,461	111,216	822,677
	Transp. System Information Programming	207,284	189,722	397,006	258,578	79,722	338,300
	Legal	37,680	2,276	39,956	37,680	2,276	39,956
	Traffic Operations	118,435	15,311	133,746	116,769	10,311	127,080
	Toll	1,553,406	849,382	2,402,788	1,928,610	524,587	2,453,197
	Permits	0	1,975	1,975	0	0	0
	Maintenance	743,785	90,731	834,516	704,505	79,487	783,992
	Mass Transportation	16,198,669	19,317,942	35,516,611	17,274,819	22,286,378	39,561,197
	Rail	190,870	11,055	201,925	197,495	10,818	208,313
	Planning	40,108	25,000	65,108	34,935	4,800	39,735
	Administration	958,213	191,371	1,149,584	1,699,444	184,675	1,884,119
		615,457	1,060,422	1,675,879	745,770	1,120,656	1,866,426
10	<b>TOTAL</b>	<b>\$23,714,582</b>	<b>\$21,958,581</b>	<b>\$45,673,163</b>	<b>\$25,408,223</b>	<b>\$24,529,178</b>	<b>\$49,937,401</b>

**DISTRICT ALLOCATIONS  
FISCAL YEARS 1998-99 AND 1999-00**

District	Program	Fiscal Year 1998-99			Fiscal Year 1999-00		
		Personal Services	Operating Expenses	TOTAL	Personal Services	Operating Expenses	TOTAL
11	Capital Outlay Support	44,385,687	10,477,773	54,863,460	48,556,449	4,956,211	53,512,660
	Local Assistance	578,251	97,520	675,771	1,358,889	196,628	1,555,517
	Transp. System Information Programming	527,140	107,779	634,919	533,494	40,779	574,273
	New Technology/Research	124,303	4,422	128,725	124,303	4,422	128,725
	Legal	156,696	4,553,800	4,710,496	219,696	1,119,600	1,339,296
	Traffic Operations	172,974	25,603	198,577	153,005	32,603	185,608
	Toll	4,328,290	1,548,901	5,877,191	4,526,865	1,311,897	5,838,762
	Real Property Services	2,170,000	728,508	2,898,508	1,500,000	970,000	2,470,000
	Permits	207,671	29,184	236,855	245,606	16,900	262,506
	Maintenance	940,835	69,465	1,010,300	1,005,648	77,453	1,083,101
	Mass Transportation	19,401,276	22,876,870	42,278,146	21,750,776	24,618,870	46,369,646
	Rail	427,490	23,724	451,214	546,943	50,148	597,091
	Planning	0	0	0	32,801	4,800	37,601
	Administration	1,185,213	115,750	1,300,963	4,405,878	331,303	4,737,181
		1,466,229	2,866,672	4,332,901	1,591,365	2,530,327	4,121,692
11	<b>TOTAL</b>	<b>\$76,072,055</b>	<b>\$43,525,971</b>	<b>\$119,598,026</b>	<b>\$86,551,718</b>	<b>\$36,261,941</b>	<b>\$122,813,659</b>
12	Capital Outlay Support	37,645,983	9,256,099	46,902,082	38,259,403	3,317,745	41,577,148
	Local Assistance	284,239	35,488	319,727	871,187	111,233	982,420
	Transp. System Information Programming	230,423	27,657	258,080	235,585	14,657	250,242
	New Technology/Research	126,868	4,437	131,305	126,868	4,437	131,305
	Legal	202,044	1,558,123	1,760,167	202,044	1,299,375	1,501,419
	Traffic Operations	136,692	10,924	147,616	148,351	5,924	154,275
	Permits	5,375,298	1,581,599	6,956,897	5,649,014	980,007	6,629,021
	Maintenance	972,725	52,780	1,025,505	1,035,529	64,739	1,100,268
	Mass Transportation	12,291,040	14,327,585	26,618,625	14,733,040	15,395,635	30,128,675
	Planning	133,470	5,942	139,412	151,800	11,116	162,916
	Administration	617,649	75,350	692,999	2,058,319	140,255	2,198,574
		1,041,671	6,436,465	7,478,136	1,252,579	3,679,813	4,932,392
12	<b>TOTAL</b>	<b>\$59,058,102</b>	<b>\$33,372,449</b>	<b>\$92,430,551</b>	<b>\$64,723,719</b>	<b>\$25,024,936</b>	<b>\$89,748,655</b>

\* District allocations do not include resources for the Equipment Service Center (EQSC). The EQSC is a distributed program existing within each individual program.  
 \*\* District allocations may not include all resources allocated from Programs.





DATE: March 1, 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. Attached is a fact sheet for each program.

Fund Source	Application Available From	Applications Due
YSAQMD Clean Air Program	Jim Antone, (530) 757-3653 or Carl Vandergriff (530) 757-3668	March 17, 2000
Solano TFCA Transportation for Clean Air Program	Dan Christians (707) 438-0654	March 17, 2000
Safe Routes to School Program	Sui Tan , Caltrans, 510-286-6485 Or Rich Monroe, Caltrans, 510-285-5226	April 27, 2000



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***FUNDING OPPORTUNITY:***

**Solano Transportation Fund for Clean Air (TFCA) Program**  
***Applications Due: March 17, 2000***

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TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun City, Vallejo, County of Solano, STA and School Districts

Program Description: The Solano TFCA program provides grants to local agencies to implement various clean air projects.

Funding Available: Funding is about \$300,000 each year for Solano County agencies.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, electric chargers, ridesharing, police bicycles and other clean air programs.

Further Details: Applications are now available from the STA. Each year this discretionary program funds various clean air projects that result in reduction of air emissions. Regional guidelines and determination on eligibility is made by the Bay Area Air Quality Management District (BAAQMD). STA establishes local program guidelines and selects projects.

Program Contact Person Dan Christians (707) 438-0654

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February 2, 2000



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***FUNDING OPPORTUNITY:***

**YSAQMD Clean Air Program**

***Applications Due: March 17, 2000***

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TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

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

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

Funding Available: Funding is about \$ 240,000 each year for Solano County agencies.

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

Further Details: Each year this discretionary program funds various clean air projects that result in reduction of air emissions.

Program Contact Person Jim Antone, YSAQMD (530) 757-3653 or Carl Vandergriff (530) 757-3668

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

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February 2, 2000



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***FUNDING OPPORTUNITY:***

**Safe Routes to School Program**

***Applications Due: April 27, 2000***

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TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

Eligible Project Sponsors: Cities and County of Solano

Program Description: This is a statewide program to provide grants to local agencies for construction of bicycle/pedestrian safety, and traffic calming projects to improve student commute conditions.

Funding Available: Statewide funding will be \$40 million for the next two years and a maximum of \$500,000 per project.

Eligible Projects: Sidewalk improvements, traffic calming, vehicle speed reduction, pedestrian and bicycle crossing improvements, bicycle facilities, traffic control devices, and traffic diversions.

Further Details: Contact Caltrans and review the Local Assistance Procedures Manual found at [www.dot.ca.gov/hq/LocalPrograms/](http://www.dot.ca.gov/hq/LocalPrograms/).

Program Contact Person: Sui Tan, Caltrans, 510-286-6485, or Rich Monroe, Caltrans, 510-285-5226

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

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February 16, 2000

# City reveals parkway plan to residents

**In brief** Some Leisure Town residents voice concerns the reliever route will cut into their property.

By Mike Adamick/Staff Writer

One by one Wednesday, resident after Vacaville resident edged up to 11 maps that covered the walls of a packed conference room at the Ulatis Community Center and studied the parkway planned behind many of their homes.

The maps detailed the plans for the city's portion of a three-city route called Jepson Parkway, which is designed to give local residents an alternative to Interstate 80, according to the Solano Transportation Authority.

The route will be built on Leisure Town Road, which courses behind many of the residents' back yards. For other residents — those on the east side of the road — the route will be in front of their property.

At the meeting Wednesday, many of the residents on the west side of the road wanted to know how much of a buffer zone will separate their homes from the new four-lane Jepson Parkway when it is built in six to seven years.

Many wanted to know about noise levels, traffic levels and safety standards for construction of the road.

■ See **Parkway**, Back Page

# Parkway plan ...

■ Continued from Page 1A

And many, as they had argued in an 11-point neighborhood plan adopted by the City Council, wanted to make sure those on the east side of the road did not get unfairly pushed out of their homes.

"There's a human element here that needs to be addressed," said Marty Gothard.

Last year, residents on the west side of Leisure Town Road voiced opposition to the road, saying a six-lane thoroughfare should not be built behind their homes.

After months of meetings and negotiations, the city and the residents came to an agreement — Jepson Parkway would be scaled back to four lanes in Vacaville and there would be a buffer zone built between existing homes on the west side. For some residents, that buffer zone is 35 feet wide. For others, it is 55 feet wide. There also would be a neighborhood committee formed to oversee construction of the route.

The city needed Leisure Town Road designated as part of the three-city and county project to make sure it secures federal funding for several road improvements, like bridge upgrades and an overpass widening.

To create the buffer zone, the city and the residents agreed to shift the road eastward. That has caused frustration among some residents on the east side.

Jewel Ryan, whose home already is set back from the road, studied the plans for the first time Wednesday. She pointed to a map of the road, found her home and learned that shifting the road eastward could eat into her property.

For others, the shift could eat into their homes. One man said he has lived in his home for 50 years and might have to sell it to make way for the route.

Public Works Director Dale Pfeiffer said the plans are not set in stone and the City Council will study the new details in March. The council also will study the Jepson Parkway concept plan, which outlines the route from Fairfield-Suisun City to Vacaville, in March.

Pfeiffer said the city was willing to talk to every resident about the plans.

Indeed, residents broke into smaller groups at the meeting and had time to talk with city planners about the route.

Senior planner Bob Macaulay said the meeting was designed to give residents a firsthand look at the plans for the route and that residents' comments would be given directly to the City Council.

Residents huddled around the maps and the planners, hoping to get answers to their questions.

Some said a four-lane road would create more noise.

"We used to be afraid to open our windows in the summer," said Carl Dysinger. He was pleased to see plans for soundwalls, a buffer zone and new vegetation that could deaden the noise.

Other residents wanted to make sure the new four-lane road does not foster faster driving on a road already plagued by speeding.

Vacaville police Officer Greg Stelzner said the city recently received new radar equipment that could help curb speeding.

Also on Tuesday, the City Council stripped Leisure Town Road of its status as a truck route between Alamo Drive and Orange Drive. To travel between those areas on the road, trucks must have a local destination and Leisure Town Road must be the shortest route for the delivery, according to a report by Pfeiffer.

# Planners seek strategies for growing pains

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

**C**onflict over land uses has made many a city hall rock with acrimony. As people absorb the astronomical projections for growth expected in the region a new buzzword has emerged in regional planning: smart growth.

Some planners argue smart growth has been happening for the past 20 years.

But with Interstate 80 and I-680 commuters grinding their teeth and breathing smog when they would rather be putting their children to bed, some say current

planning techniques just aren't good enough.

About 500,000 new people are expected to settle in Solano County in the next 20 years, according to projections by the Association of Bay Area Governments.

The gist of smart growth is to encourage compact development that is less automobile-dependent and that preserves open space. By mixing business and housing into neighborhoods, people can do more of their shopping on foot and won't have to drive as far to go to work.

The concept encourages building within already developed areas to cut out

the costs of building new roads, water and sewer lines, and preserve other land for recreational, agricultural and environmental purposes.

While people argue over exactly what smart growth is, Assemblymember Pat Wiggins, D-Santa Rosa, has authored several bills to promote it.

Wiggins' AB 1968 would provide funding for local governments to coordinate local long-range plans with those of the county and other cities in the region, also a significant component of smart growth.

Transportation is just one area where

regional coordination would be required.

One local example of such coordination is the just completed Solano Transportation Authority plan for the Jepson Parkway, or reliever route linking state Highway 12 in Suisun City to I-80 in Vacaville.

The authority plan, funded by the Bay Area Metropolitan Transportation Commission, requires approval of the county and the cities of Suisun City, Fairfield and Vacaville.

The design provides overall guidelines for land use and transportation patterns

(See **PLANNERS**, A2)

## Planners

(From A1)

along the route, which cuts across the county and all three cities. So far the plan has garnered considerable enthusiasm and support.

"It's an example of a project that tried to look beyond immediate transportation needs and tried to be more holistic," said MaryMcCarthy, executive director of the Solano Economic Development Corporation.

Another of Wiggins' bills, AB 2147, encourages school districts to work within the city's General Plan when choosing a new school site, ensuring that school districts won't use up open space land and act as a magnet for new development around it.

A third Wiggins bill, AB1968, would ease building code requirements for renovations, encouraging rehabilitation of existing buildings that could be put back into use.

Significant renovation projects now have to meet the same building code requirements as new construction, which often makes the cost prohibitive. The bill would ease requirements on non-structural renovation, without compromising the safety of the project.

Vallejo has little room for new development, with most of its land already taken up. Homes are being built at Hiddenbrooke, one of the last available areas for development. The Northgate area has been built out to about 75 percent of its limits.

Smart growth encourages revitalization of urban areas in decline, said Karl Lisle, an ABAG regional planner.

"It is just as important for Vallejo," Lisle said. "Vallejo's downtown has seen better days. That's sad. Other areas are experiencing a lot of growth. Why couldn't some of that be in downtown Vallejo?"

This week about 150 of the county's farmers attended an agricultural summit in Vacaville to discuss ways of preserving their livelihood. There was a general agreement at the meeting that the county's Proposition A, passed by voters in 1984 had helped preserve agricultural land and given them the confidence they needed to invest in their farms.

By preserving agricultural

land, it redirected economic and residential growth to the cities. Birgitta Corsello, the county's director of environmental management, called Prop. A a precursor to the concept of smart growth, now being promoted statewide.

McCarthy of SEDCORP said if the concept is to work in Solano County it will require some frank discussions among different cities and groups with separate agendas.

"Smart Growth is a holistic view of how we are growing. It is the marriage of transportation, land-use, housing, job creation and planning issues. It is a sober discussion among leaders of all different communities and it is going to require some compromise," McCarthy said.

2-10-00

# Jepson Parkway presentation seeks to allay residents' fears

By Mike Adamick  
Staff Writer

In a presentation Wednesday complete with scripts and large posters of what the Interstate 80 reliever route known as Jepson Parkway eventually will look like, representatives of the agency coordinating the 12-mile road said local residents will benefit from smoother city-to-city travel.

Fairfield City Councilman Steve Lessler sought to quell opposition to the road from those who believe it is growth inducing, saying cities will deal with more homes in their respective general plans.

"Poor planning is growth inducing," Lessler said.

The Solano Transportation Authority, which is overseeing the \$74 million road that will link Vacaville to the Fairfield-Suisun City area, unveiled last week a concept plan for the road, which is designed to include bike and pedestrian paths and access to train and bus depots.

Before the regularly scheduled STA meeting Wednesday at Suisun City Hall, local elected officials praised the proposed roadway as a way to

“  
*Poor planning is (what is) growth inducing.*

Steve Lessler,  
Fairfield city councilman

“  
unclog an often traffic-choked I-80.

Solano County Supervisor John Silva said movement along I-80 is paramount for businesses in the county, and local jobs would be at a premium if companies shied away from Solano County because of traffic crises.

"We have to do some long-range planning, and this plan does that," Silva said.

The concept plan proposed everything from alternative transportation paths to urban land-use patterns geared to get people out of cars and onto buses, trains or bicycles.

The STA made it clear in the plan that each city would regulate growth through general plans.

Suisun City Mayor Jim Spring said the road is designed for local residents and urged people to make suggestions for it.

Vacaville Councilwoman Rischa Slade said she was pleased to see the Leisure Town Road portion of the route adjusted to make sure residents don't have a four-lane thoroughfare directly behind in their houses.

The roadway also provides a much-needed funding mechanism for cities eager to cash in on state and federal transportation grants.

Cities currently are required by the state to create regional transportation plans, but the Jepson Parkway has been instrumental, at least for Vacaville, in obtaining grant money.

"This project will enable the earlier upgrade and construction of the Leisure Town Road interchange, which is very important to the residents and businesses located on both sides of I-80," said Slade.

Indeed, one incentive in luring Kaiser Permanente to Vacaville was the widening of the Leisure Town Road interchange at I-80, according to city staff.

# Jepson Parkway is wrong road for city to take

Reporter Editor: 2/20/08

The front-page headline "A new way" (Reporter, Feb. 5) was not complete. It should of read, "A new way to screw up Vacaville."

The last remaining country setting in Vacaville will be destroyed with this so-called reliever route named Jepson Parkway. The quality of life in the subdivisions along Leisure Town Road will be destroyed after these people invested in this area.

How a traffic problem in Cordelia or Fairfield should reach out and disturb a way of life in Vacaville, the last quiet residential rural setting, is outrageous. Every area in the country has traffic problems. These so-called proposed staging areas that include restrooms, drinking fountains and picnic areas look more like creating problem areas.

The report stated, "Putting high-density housing near transit hubs and retail stores can get more people walking or riding buses, which eases traffic congestion." What nonsense.

The last thing people who bought homes off of Leisure Town Road expected to see is buses running on Leisure Town Road along with heavy traffic noise. Vacaville has turned into a name of a motion picture titled, "Lady in Cement."

Now we see that Nut Tree Stadium will be renamed after of all things, a RV dealer, not even from Vacaville. What a sham. Was this the original intent of the baseball team owner?

The stadium is being built on Nut Tree property and was to represent the landmark name. The beauty of the stadium is primarily in the name "Nut Tree."

**Bob Dolin**  
Vacaville

# New Carquinez Bridge expected to take 3 years

Daily Republic staff

FAIRFIELD — The western span of the Carquinez Bridge will flop into the straits below — many years from now after its replacement is built.

The California Department of Transportation recently awarded the construction contract to a San Jose firm that will spend the next three years and around \$187 million building the new span.

The old one opened in May 1927.

That one carries three lanes of westbound Interstate 80 traffic. The bridge is too thin to handle heavy traffic, and figuring it would cost almost as much to widen it, Caltrans decided many years ago to build a new one.

**A San Jose firm is building the new bridge at an estimated cost of \$187 million.**

The new span will run west of the old span. It will have four lanes of westbound traffic, shoulders and a bike lane. Construction is scheduled to start in March.

Meanwhile, the eastbound span is undergoing a \$70 million bolstering job to keep it stable in earthquakes. Bay Area commuters have been paying for the retrofit, and work on other state-owned bridges, ever since the state raised tolls from \$1 to \$2 in 1998.

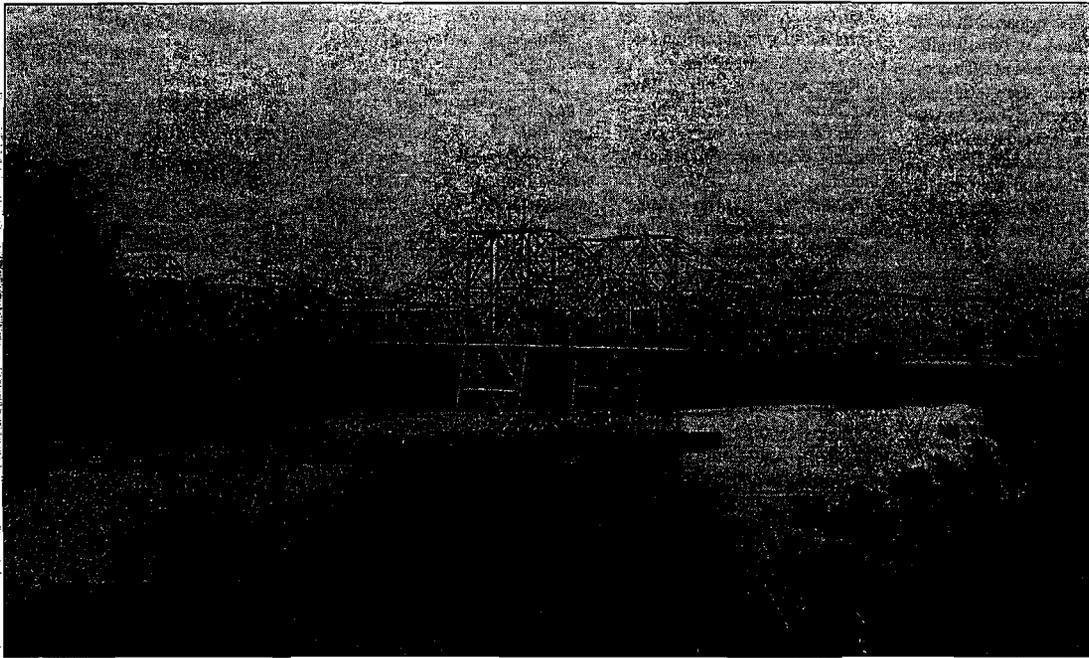


Kim Durbin/DAILY REPUBLIC

This is a visual simulation of the new Carquinez Bridge.

1-21-00

# How the west was rebuilt



Times-Herald/Mike Jory

**A DUSK SKY** illuminates the Carquinez Bridge as seen from Crockett. The westbound span of the bridge will be replaced by a new structure.

## New span of Carquinez Bridge promises new lanes, view

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

**T**he contract for the building of a new westbound span for the Carquinez Bridge is expected to be awarded within two weeks, Caltrans officials said Thursday. If Caltrans accepts a bid of \$187.8 million as expected, work could start almost immediately, said Bart Ney, public information coordinator for the Carquinez Bridge project.

"This is the largest single bid in Caltrans history to date," said bridge engineer Joe Reyes.

Caltrans will give the winning bidders 1,000 days to build the span, which is expected to open in 2003. The bridge will have four lanes, a bike and pedestrian lane and enough room to add light rail.

The eastbound span is being retrofitted for earthquake safety and will not be rebuilt.

It will take another two years after completion of the new bridge for Caltrans to remove the old westbound span built in 1927 and to build a new interchange on the Crockett side.

Caltrans had estimated a start date last fall, but last minute engineering concerns pushed that date back by several months, Caltrans engineer Joe Reyes said.

Reyes said workers drove a test pile down into the strait to make sure engineering calculations were correct before starting the project.

The new westbound suspension bridge will have two towers, each about 100 feet taller than towers on the bridge today. Suspension cable will be anchored from both shores and will stretch across the two towers, drawing a graceful curve between them.

Reyes said the geological makeup of the earth differs radically below the two tower locations.

(See **BRIDGE**, A2)

## Bridge

(From A1)

"The Vallejo side is rock and the Crockett side is more like Jell-O," Reyes said.

Caltrans has planned for concrete to be poured to a depth of 150 feet below 160-foot steel piles that will act as a foundation for the western tower. The same amount of concrete won't be required below the eastern tower, Reyes said.

Pile driving for the bridge is expected to be very noisy during daylight hours, and will likely affect Crockett more than Vallejo, Reyes said.

Crockett's downtown, near the waterfront, is dwarfed by the massive foundations of the east and

west bound spans and the entrance and exit ramps to the bridge.

The construction plan for the new bridge includes a vista point for motorists on the Crockett side and one for pedestrians and bicyclists near the PG&E tower on the Vallejo side.

Crockett residents meet monthly to address the impact five years of construction will have on their town.

Caltrans has already razed 14 homes at the base of the bridge in preparation for construction. Most of those people moved out last year, some willingly and others begrudgingly.

Sofia Bottini, who lived in her Pomona Street home for 60 years, was not interested in moving, but has since relocated about a mile away.

"I was settled over there for 60

years. It's hard to make a life somewhere else," she said.

She said Caltrans gave her more for her home than she could have gotten on the market, but that doesn't make up for the loss of her neighborhood and the memories her home held for her.

"I'm 85. That's too late to move, according to my thinking," Bottini said.

Bottini moved to Crockett shortly after the first span was built in 1927 and lived through construction of the eastern span in the late 1950s.

Ney said Vallejo residents have not shown the same concern over bridge construction. He hasn't heard any complaints from Glen Cove residents who will see a necklace of lights on the suspension cable and lit towers at night.

# Caltrans awards contract for new Carquinez span

Times-Herald staff report

SACRAMENTO — Caltrans awarded its largest contract ever Friday — a \$187.8 million pact to build a new Carquinez Bridge.

The winning bidders — FCI Constructors of San Jose and Kvaerner Cleveland Bridge Co. of Durham, England — will begin construction of the new westbound bridge in March, officials said.

"The Carquinez Bridge is a critical link in the Bay Area's transportation system," Gov. Gray Davis said. "This project will allow the bridge to carry more cars than ever and be opened in record time. This is an important investment for California's future."

The contract requires completion of the

bridge within 1,000 days. Should the contractors go past that deadline, they face a state-imposed fine of \$50,000 per day.

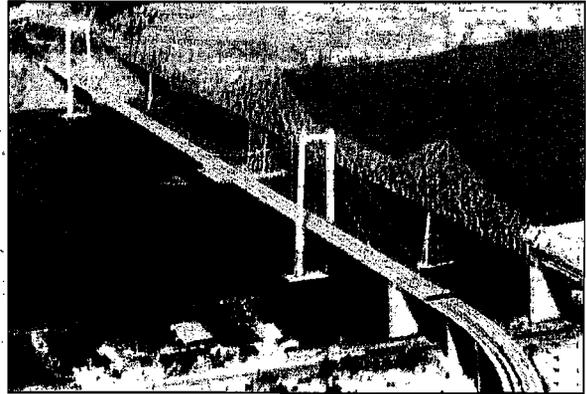
The deadline allows accelerated completion of the new span by several years and have it opened to traffic by late 2002, officials said.

The \$187 million award is the final phase of an overall \$400 million project, including new interchanges and other updates to the span.

The new westbound suspension bridge will be built west of the existing span and have two towers, each about 100 feet taller than towers on the existing bridge.

The new bridge will have four traffic lanes, three mixed-flow lanes and a carpool

(See **BRIDGE**, A2)



AN ARTIST'S rendering of the new Carquinez Bridge.

Courtesy photo

1-29-00

## Bridge

(From A1)

lane. Ten-foot shoulders will keep lanes clear of disabled automobiles, thereby reducing congestion. The bridge will also include a bicycle and pedestrian path.

After the new bridge is built, it will be another two years before the existing westbound bridge, built in 1927, will be removed.

The eastbound bridge is being upgraded for seismic safety.

Davis also announced Friday that \$2.3 billion in federal funds will be used on three other bridge projects — construction of the second Benicia-Martinez Bridge, the San Francisco Bay Bridge and the Richmond-San Rafael Bridge.

Including federal funds will free up local toll funds to be redirected to other projects to relieve congestion in and around the Bay Area, Davis said.

# Bridge project facing five-month delay

Design changes are among the problems

By Nathan Salant  
ASSISTANT EDITOR

Unanticipated design changes and other delays will force construction of the new Benicia-Martinez Bridge to be at last five

months late and more than \$100 million over budget, officials acknowledged yesterday.

But the California Department of Transportation (Caltrans), which is overseeing construction of the second span of the bridge, still believes the span will open by the end of 2003.

The bridge had been expected to cost \$345 million and to open in mid-2003.

In a report presented yesterday to the Bay Area Toll Authority, the source of funds for bridge construction in the region, Lawrence Dahms of the authority's Oversight Committee told the panel that four redesigns had added \$78 million to the cost of the new span and that competition between projects in the Bay Area had pushed construction costs up by \$60 million.

BATA, made up of the 18 members of the Metropolitan Transportation Commission, heard the report without comment yesterday, according to Caltrans project manager Elizabeth Wiecha.

"We're anticipating about a five-month delay," Wiecha said. "We're supposed to advertise the main span contract in April but that's not going to happen. It's

been pushed back until September."

The MTC is a regional agency charged with allocating hundreds of millions of dollars in federal and state subsidies to transportation agencies throughout the Bay Area. Benicia Transit depends on an annual MTC subsidy to operate.

See Bridge Page A2

## Bridge

Continued from page A1

Wiecha said Caltrans was working with other agencies to find additional financing for the project, which was expected to be entirely paid for with revenue from bridge tolls.

"We're proceeding with the final design," Wiecha said. "The challenge is going to be to raise adequate funds to pay for all the aspects of the project."

The largest single increase was in construction costs, spurred by several massive public works projects currently underway, the report said. Work is proceeding on construction of a new eastern span of the San Francisco-Oakland Bay Bridge; earthquake retrofitting of the existing Benicia Bridge span and the Carquinez, Richmond-San Rafael and San Mateo bridges; extension of BART's Daly City line; and expansion of San Francisco International Airport.

The committee report said costs increased by \$35 million to pay for design changes recom-

mended by a seismic advisory board and by \$18 million after the U.S. Coast Guard ordered the new span moved away from the existing Union Pacific Railroad bridge. Additional cost increases were incurred after Caltrans discovered it would have to build new railroad crossings in Martinez (\$18 million) and after the Bay Conservation and Development Commission requested design changes to preserve a vista point on the Benicia side of the new structure (\$10 million).

"BATA staff will continue to work with Caltrans to refine their cost estimates and explore alternative funding scenarios and financing strategies to ensure that the Benicia Bridge and other northern unit bridge project can be delivered as currently scheduled," the report said.

Gov. Gray Davis' announcement last month that the state might provide federal funds to help pay for the bridge projects could help with financing but raise the cost of material, the report said, because the use of federal money would require Caltrans to purchase domestic steel at higher prices.

# Benicia bridge<sup>2-10-00</sup> costs shoot up<sup>TH</sup>

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

**T**he Benicia-Martinez bridge will no longer be able to be built on toll revenues and current bonding structures alone, transportation authorities announced Wednesday.

In an unexpected turn of events, Caltrans needs to come up with an additional \$160 million for bridge construction. That is a 41 percent increase to the \$385 million cost estimated by design company, TY Lin, little more than a year ago.

(See **BRIDGE**, A2)

**A2** Thursday, February 10, 2000

## Bridge

(From A1)

"Part of the fault lies with changes that were required and those drove the cost increase. Part of the cost lies with the estimate, which wasn't as good as it ought to have been," said Steve Heminger, spokesperson for the Metropolitan Transportation Commission.

Caltrans spokesperson Greg Bayol took issue with Heminger's comment.

"I'm very concerned that MTC would say they were bad estimates initially. I had never heard anything like that at all," Bayol said. "Construction costs escalate faster than normal inflation. Little more than a year ago we had no construction projects on the bridges. Right now we have several, very large projects underway."

After the bridge design was nearly complete, and after extensive public comment, the U.S. Coast Guard directed Caltrans to rethink the new span's location. The Coast Guard did so in response to concerns by Union Pacific Railroad which needs maintenance access to its trestle along the bridge.

Moving the span to the other side of the trestle, however, would cause a potential water flow problem for ships traveling under the bridge in trying to avoid the bridge's pilings. So the span was lengthened to give ships more space to maneuver between bridge pilings.

"At the time this change occurred, the corresponding cost increase was estimated to be

**'I'm very concerned that MTC would say they were bad estimates initially. I had never heard anything like that at all.'**

— Caltrans spokesperson Greg Bayol

\$11.5 million, and additional funds were programmed for the project," according to a MTC memo. "Based on current estimates, the actual costs associated with moving the bridge are estimated to be approximately \$30 million."

While moving and lengthening the span solved problems for the railroad and for snips, it could cause a hazardous waste problem since it pushes the construction of a pier into encapsulated copper smelting waste deposits on the Martinez shoreline. Constructing the pier as planned will penetrate the capsule, potentially threatening an existing groundwater management system below. Waste removal, to be done in conjunction with the San Francisco Regional Water Quality Control Board and Rhodia Industries, is estimated to cost more than \$15 million.

Other revisions were urged by the San Francisco Bay Conservation and Development Commission's Design Review Board aimed at improving aesthetics and visual impacts at a cost of more than \$10 million.

The Metropolitan Transportation Commission will rework its current bonding structure to see if more financing can come out of the bonds. They will also look for funding elsewhere.

"Since this was a toll funded

project, Caltrans had never looked to other funding sources it may be eligible for," Heminger said. "There are all kinds of pots of money whether it be federal or state and we will be looking at those to augment the toll revenue."

On Jan. 28, the Davis Administration announced an additional \$2.3 billion, including federal funds, will be spent to improve the seismic strength of bridges in the Bay Area. Gov. Gray Davis also announced that federal funds will be used on three bridge projects, the San Francisco-Oakland Bay Bridge, the Richmond-San Rafael Bridge and construction of the new bridge between Martinez and Benicia.

Before Wednesday's announcement, it was thought that the federal funds would free up local toll funds for other congestion relieving projects in the Bay Area.

But on Wednesday, Heminger cautioned that accepting federal funds for the Benicia-Martinez Bridge would likely increase the cost of building the bridge even more because it would come with strings attached. The project, for example, would be required to buy steel from companies in the United States, which is more expensive than buying steel overseas.

# New trains mean more options

Local commuters anxious to escape the gridlock so often accompanying early morning and evening trips along Interstate 80 continue to turn to train travel as an alternative to auto travel.

The popularity of local train service has prompted Capitol Corridor Trains to increase service with a seventh train between Sacramento and Oakland, a fourth train to San Jose, and improved service to

Placer County.

To celebrate the expansion in service, The Capitol Corridor Joint Powers Authority (CCJPA) will hold a ceremony at 11:30 a.m. on February 9 in Sacramento.

A special Capitol Corridor train will depart San Jose at 8 a.m. on that day and arrive at the Sacramento Amtrak Station at 11:15 a.m. The ceremony

See TRAIN on page 3

## TRAIN . . . continued from page 1

will follow in the Main Waiting Room shortly after the train's arrival. A business meeting of the CCJPA to be held at the State Capitol will follow.

Chair of the CCJPA, Steve Cohn, who will greet riders on the ceremonial train on Feb. 9 will preside over the ceremony when the train reaches Sacramento.

secretary of Business, Transportation and Housing, Maria Contreras-Sweet, who will board the train at the Jack London Square Amtrak Station in Oakland, will join him

State Senator Time Leslie of Placer County will also be a featured speaker at the ceremony.

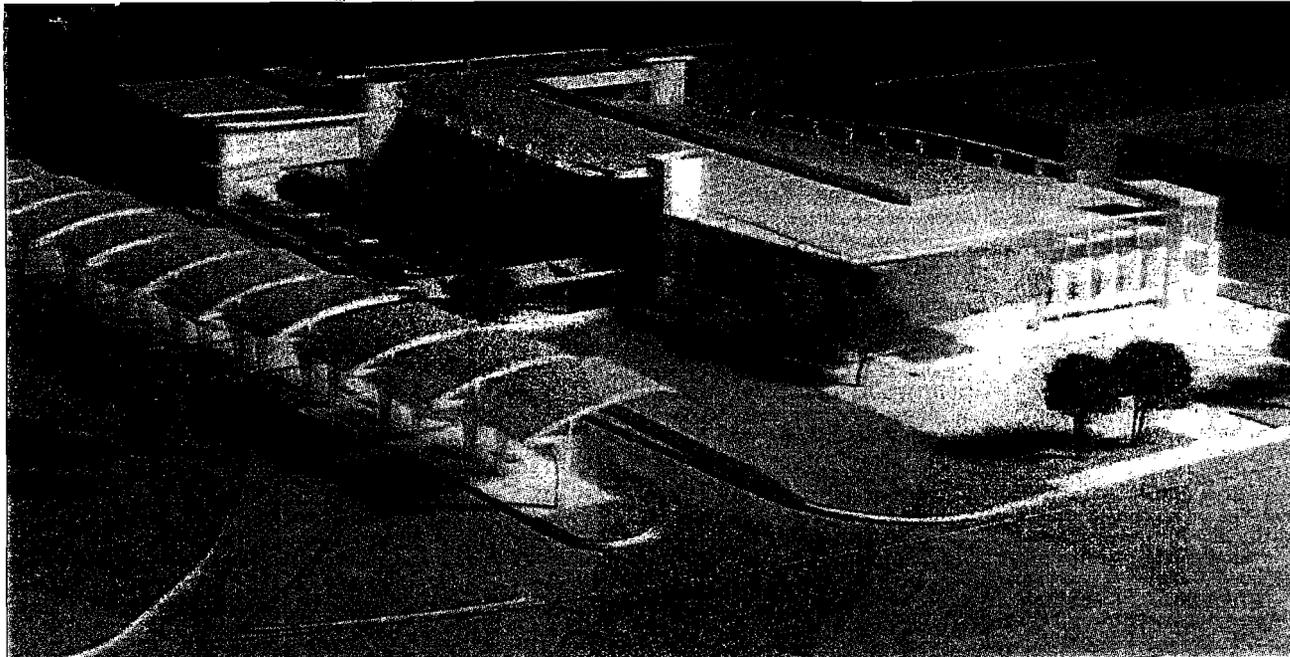
Additionally, former Governor of Massachusetts and former Presidential candidate, Michael Dukakis may also join the ceremony in Sacramento. Dukakis is currently Vice-Chair of the Amtrak Board.

The event train will depart Sacramento to return to the

Bay Area at 3:30 p.m. and arrive in Emeryville at 5:25 p.m. making all stops in between. Motorcoach service will return people to points south of Emeryville and on to San Jose.

Since assuming responsibility for management of Capitol Corridor Trains in July 1998, CCJPA and BART as the managing agency, have already increased service more than 50 percent by adding two additional trains daily. The fifth train was added in October of 1998 and the sixth train was put into service in February 1999.

Cohn said he was very pleased to note that the Capitol Corridor Trains overall trend line saw a better than 24 percent in ridership during 1999. He said that the new service starting in February is the result of a strengthened partnership between the CCJPA, Amtrak, the Union Pacific Railroad, and the State of California.



Architect's rendering

# Building a hub

## Fairfield transportation center takes shape

PHOTOS BY  
CLIFF POLLAND

STORY BY  
AMY GINGERICH

**C**onstruction on Fairfield's transportation center is well underway and recent sunny skies provided just the right conditions for pouring concrete.

The transportation center, expected to be completed in the spring of 2001, will form the hub of the city's transportation network with a four-story parking structure and room for 10 large passenger buses. Van pools, car pools and other commuter transportation groups will leave from the new center at 2000 Magellan Road.

"Most of the work that you're physically seeing is for one of the three parking structures," said Kevin Daughton, transportation and public works manager.

Columns wrapped around the exterior of the parking structure, anticipated to hold 400 automobiles, form a bulk of the current construction. The parking structure will house several electrical vehicle charging ports to meet the needs of drivers.

Daughton hopes a satellite telecommute center on the site will attract many who now commute to spend several days a week at the center instead of on the road.

"It's a satellite office for your main office," Daughton said and described how the telecommute center will have typical

■ See *Building*, Page 2D



A worker from S.J. Amoroso of Foster City reads concrete forms for a new transportation center in Fairfield.



Construction crews work on a new transit hub in Fairfield.

## Building Fairfield transportation hub ...

■ Continued from Page 1D  
office equipment needed for those interested.

A retail-services area will meet the needs of commuters who want to drop off dry cleaning or pick up flowers on their way home. Services offered in the retail area will encompass items commuters need in the mornings on the way to work and again on their way home, Daughton said.

Construction on a two-story, 12,000-square-foot office building has yet to begin. The building will eventually house Fairfield's transportation offices. Daughton anticipates other transportation-related organizations will fill the remainder of the building.

"We started with the parking structure and then we'll move into the other phases," Daughton said.

The city had longed for a transportation center for some years but had to wait until money for the \$7.8 million center came in from the federal government. Drivers already park some 358 vehicles at the park and ride lot on Magellan Road. Others fill potential spaces for customers at Target and HomeDepot because of a lack of space in the park and ride lot.

Because of the center's location off of Interstate 80, it will be oriented mostly to highway users and Fairfield has a large commuting pool. The new transportation center ought to ease congestion at area businesses, too, because vacant vehicles

should no longer be filling parking lots during the day.

"It's going to be the key and the hub for all the park and ride lots," said Joe Lucchio, Fairfield economic development project manager. Lucchio said the combination of city and federal money for the project left a lot of details to be worked out and slowed the project down.

During the last several years, park and ride lots became increasingly full and Daughton hopes the transportation center will eliminate those problems. In addition to the 400 spaces slated for completion with the center, he anticipates adding another 200 spaces later. Parking needs will be more than adequately met with the number of new spaces at the center, he said.



Mike McCoy/DAILY REPUBLIC FILE (1999)

Nearly 150,000 Solano County residents commute to work, but very few listed the ferry as a primary mode of commuting in recent surveys

## Patience a soon-to-be virtue for Ferry riders

By Mark Simborg (2.12.00)  
DAILY REPUBLIC

VALLEJO — Gone are the days of sprinting to catch the ferry and hopping on just as it's pulling away.

The new rule? Get there early or don't get there at all.

The two boats that shuttle Solano County residents to their jobs in San Francisco are overflowing, and riders may soon find themselves becoming flotsam with the high-volume season coming and the Giants' new Pac Bell Park opening.

"When we got the two new fast ferries we thought that they would probably serve us well for a few years," Vallejo Transportation Manager Pam Belchamber said. "As it turns out, the demand in Solano County is so intense for ferry transit that we're turning people away."

Vallejo resident John Neri knows

### With high-volume season approaching, passengers may be waiting their turn

what that feels like. He was penalized one morning for deciding to get a coffee at the last minute.

Returning to the Vallejo Ferry terminal for the 6:30 a.m. departure, he was met by a closed gate. It's not that he was late, it's that the ferry was full.

The city recently started looking in earnest for funds for a third ferry.

"Right now we're looking at a number of sources," Belchamber said.

About 150,000 Solano County residents commute to work. In a 1996 survey by RIDES for Bay Area Commuters, none listed the ferry as their primary commute mode. In last year's survey, 10 percent listed the

ferry.

It's the mid-day riders that end up wrooking havoc on the rush-hour return trip from San Francisco, Belchamber said. They'll trickle in throughout the day and all come back on the same boat. The city now channels some of the return overflow into buses.

That system won't work for long. Possibly hundreds of county residents will be looking to use the ferry to get to Giants games, which, most of time, will end in the late afternoon or start in the evening. Combine that with the usual increase in ridership in spring and summer and the situation gets bleaker.

spaces and already they are filling up every morning.

"It's anxiety producing for our regular customers," Belchamber said of the cramped conditions.

It's not uncommon to see people sitting on the floor, said Neri, who added that he usually has to arrive 10 minutes early to be guaranteed a spot.

It will cost Vallejo \$10 million for a new boat, not including operating expenses. But the city has had trouble securing even the \$1 million it needs to restore five buses that would serve the San Francisco route, part of the short-term solution.

The buses would be able to carry 400-600 people per day, Belchamber said. Each ferry holds 300 people. The third one would run sometime between the 6:30 a.m. run and 4 p.m.

# Subdivision plans put off due to traffic concerns

By Ian Thompson  
DAILY REPUBLIC

2/25/01

FAIRFIELD — The Planning Commission again delayed a decision on the plan to build a 216-home, 204-apartment subdivision because officials still differ on how to avert potential traffic problems on Cordelia Road.

The commissioners on Wednesday rescheduled the public hearing on The Ranch subdivision a second time, setting the meeting for March 8.

Western Pacific Housing, Fairfield planners and the Solano County Department of Transportation are still at odds over what to do about the traffic the development is expected to produce.

The 56-acre development is planned for the north side of Cordelia Road between Nelson Hill and Pittman Road.

Residents told the commis-

## The commissioners on Wednesday rescheduled the public hearing on The Ranch subdivision a second time.

sion on Feb. 9 that The Ranch would only worsen traffic problems that already plague Cordelia Road, especially on Friday afternoons.

No testimony was heard at the Wednesday public hearing.

Most of the proposed development's drivers would use Pittman Road north to Interstate 80 to get to and from the homes, according to the developer's traffic study, which estimated only 15-45 cars per hour would join the 4,600 commuters who already use Cordelia Road during peak Friday afternoon hours.

Near-gridlock congestion at

the nearby Interstate 680/Interstate 80 intersection has prompted a rising number of commuters to use Cordelia Road to get around the logjam.

Any development in the Cordelia area will make the traffic worse and wants the developer to come up with \$245,000 to mitigate the impacts, Solano County officials said.

"At present, we are trying to figure out whether there is anything we can do to deal with that traffic issue," Fairfield planner Mike Van Lonkhuysen said.

In other business, the commission approved plans to bring the Guittard Chocolate Co. to a 25-acre site on the west side of Busch Corporate Park. The candy company's plans call for building a 264,000-square-foot industrial building and a 20,660-square-foot combination office and visitors' center.

# Report says traffic won't be a problem

## Commission to discuss Cordelia subdivision project

By Ian Thompson  
DAILY REPUBLIC 2/22/00

CORDELIA — The proposal to build a 216-home, 204-apartment subdivision in Cordelia between Nelson Hill and Pittman Road returns to the Fairfield Planning Commission Wednesday with a report stating it won't significantly impact traffic.

Residents told commissioners at a Feb. 9 public hearing that the proposed 56-acre development would worsen the traffic problems that already plague Cordelia Road.

Old Cordelia homeowners already deal with a rising tide of northbound Interstate-680 commuters who try to avoid the logjam at the I-680/I-80 intersection by turning onto the two-lane Cordelia Road.

The proposed development will add 15 to 45 more cars a day to Cordelia Road with most of the new traffic instead going north on Pittman Road, according to the study by Abrams Associates.

Commissioners held over the public hearing from Feb. 9 to allow more time to address traffic concerns and continue talks with Solano County planners on their request for money to mitigate the traffic impacts on the county's portion of Cordelia Road.

The county's Department of Transportation wanted \$245,000 to mitigate the development's traffic impacts.

City planners wrote they are meeting with the county and the developer, Western Pacific Housing, and the outcome will be presented Wednesday night.

Worries about flooding on Dan Wilson Creek being aggravated by the development were countered by another study that stated the subdivision's construction would instead reduce the flooding danger.

Western Pacific Housing has proposed rebuilding a portion of Cordelia Road, replacing the box culvert that allows Dan Wilson Creek to flow under



ON THE NEWS

## Commission

From Page A3

See Commission, Page A4

the road, improving the waterflow.

In other business, the commission will hold a public hearing on plans to bring the Guittard Chocolate Company to a 25-acre site on the west side of Busch Corporate Park.

Tulloch Construction, the firm building the complex, proposes to put up a 264,000-square-foot industrial building and a 20,660-square-foot com-

bination office and visitors' center.

If approved, Guittard Chocolate Company will join nearby candy-manufacturers Thompson's Candy and the Jelly Belly Factory.

The commission meets at 7 p.m. Wednesday in the Fairfield City Council chamber at 1000 Webster St.

# Vacaville getting money for downtown

By Ian Thompson  
DAILY REPUBLIC

VACAVILLE — Vacaville is going to market \$10.1 million in bonds to fund a host of projects to improve Vacaville's downtown, including \$5 million to improving parking.

The City Council approved the bonds Tuesday night with no opposition and the Redevelopment Agency expects to sell them on Tuesday.

Both downtown businesses and homeowners have repeatedly complained about parking to the council whenever it discussed how best to help the downtown.

This money is the latest infusion into improving the downtown area's economic prospects. Vacaville has already spent more than \$18 million over the past decade on a new Senior Center, street, water and sewer improvements.

The Downtown Business Improvement District, created last month, will also collect money from merchants to fund more proj-

**This money is the latest infusion into improving the downtown area's economic prospects. Vacaville has already spent more than \$18 million over the past decade on a new Senior Center, street, water and sewer improvements.**

ects promoting the downtown and market the businesses.

The new bonds will provide:

- \$5 million for a parking study and whatever projects the study will recommend to solve the problem.

- \$1 million to buy land for office sites, offer incentives to put offices on them and put in adequate parking.

- \$500,000 to put in more signs next to Interstate 80 to promote the downtown and

get passing motorists to stop there.

- \$800,000 to widen Mason Street from Depot Street to Davis Street.

- \$1.2 million for a study of how to improve downtown traffic circulation and projects to implement the study's recommendations.

- \$600,000 for paving and landscaping to better connect the businesses in the former Basic American Foods site and downtown.

- \$1 million for landscaping, parking, lighting, signs, wetlands restoration and trail development at Centennial Park.

In other business, the City Council upheld a Vacaville Planning Commission decision denying a proposal to build a seven-home subdivision at Vaca Valley Road and Orchard Avenue.

Councilmembers passed a resolution asking the state and the federal Environmental Protection Agency to immediately ban the gasoline additive MTBE and start cleaning up any contaminated wells in the state.

# Transportation needs topic of MTC survey

2-10-00  
BH

By Nathan Salant  
ASSISTANT EDITOR

As many as 100 Benicia households could be asked to take part in a regional survey aimed at studying transportation patterns in the nine Bay Area counties.

Regional transportation planners expect the Bay Area Travel Survey, which begins this month, to help them understand regional transportation needs over the next 10 years.

"By understanding how, why and where people make their daily trips, planners and public officials can make better use of our increasingly scarce resources," said Lawrence Dahms, executive director of the Metropolitan Transportation Commission. "Having current information on residents' activities and travel is crucial to making wise decisions on future transportation investments, whether they be for transit, highways, bicycle or pedestrian options."

The MTC, sponsor of the \$1.5 million survey, is a regional body that allocates hundreds of millions of dollars in federal and state funding to transportation agencies throughout the Bay Area. Benicia

Transit bus and paratransit services are subsidized by the MTC.

Households will be chosen at random to participate in the survey, which is expected to be conducted through November. Households selected for the survey will be sent information packets that include activity diaries for members to keep continuous records of their activities over a two-day period.

"Information from surveys is basically used as the data bases that are used in travel simulation models that we use in predicting future travel behavior," said Chuck Purvis, an MTC planner. "It's basically an activity survey — we're trying to figure out what people do and where people go."

Purvis said information gathered by the survey, including the names and addresses of participants, would be kept strictly confidential.

Compensation of between \$30 and \$50 may be available for larger households, he said.

MTC Project Manager Kenneth Vaughn, a Solano County resident, said the travel survey was being conducted this year to coordinate with the U.S. Census, which must

*See Survey, Page A2*

## Survey

*Continued from page A1*

be conducted every 10 years. Census data will help transportation planners confirm and expand

results of the survey to more-accurately reflect the diversity of the population, he said.

"By conducting our survey this year, we can capitalize on having a good, recent set of demographic data provided by the Census," Vaughn said. "We will complete a

preliminary analysis of our data in 2001 and then compare it to the Census data when it becomes available."

This year's survey is being conducted by MORPACE Inc., an international survey research firm based in Farmington Hills, Mich.

## COMMENTARY

2-7-00  
DR



Dan Walters

### More taxes, more roads for California?

It's 5:45 a.m. and both south-bound lanes of Highway 101 are already choked with cars and trucks slowed to scarcely more than a walking pace.

Idling motorists have plenty of time to look at billboards that urge a "yes" vote on a March 7 ballot measure that would raise local sales taxes to finance expanding Highway 101 to six lanes.

Local business groups are mounting an intensive campaign to persuade voters to tax themselves for more highways. And the drive indirectly makes fast-growing Sonoma County the focal point of a broader political controversy over whether California should expand its highway network and, if so, how billions of construction dollars are to be raised.

California virtually shut down highway expansion a quarter-century ago and has made only occasional, fitful efforts to shift its once-immense road construction program back into a higher gear.

The distaste among those on the left for the environmental and sociological impacts of autos and the disdain of those on the right for new taxes created the political gridlock in Sacramento. But as California's population continued to grow and traffic patterns continued to shift, congestion became worse.

In the mid-1980s, as Silicon Valley boomed, local business and political leaders looked to Sacramento to relieve congestion, only to slam into a political brick wall. Shifting directions, Santa Clara County sought legislative permission to ask local voters to raise sales taxes to build highways, pioneering a technique that was adopted in a number of other congested urban and suburban counties.

But while these local sales tax overrides, typically a half-cent, became a major source of highway construction money, they also were generally imposed for limited periods and many require voter renewal in this decade. And that's the rub. The courts have ruled that these local highway taxes require two-thirds votes, leading to a drive in the Legislature for a constitutional amendment that would return the vote requirement to a simple majority.

The legislative drive was gathering steam, with a deal between Democrats and Republicans involving more state money for highways, seemingly coming together, when Gov. Gray Davis dumped a bucket of cold water last month by declaring his opposition to the pending measure. He's apparently concerned about jumping ahead of voters on the issue because a philosophically similar measure on the March 7 ballot — reducing the voter margin on school construction bonds from two-thirds to a simple majority — appears to be losing ground.

Whatever its political underpinnings, Davis' declaration jolted highway construction advocates, including the powerful Operating Engineers Union and Silicon Valley business leaders.

Sonoma County voters, meanwhile, will deliver a verdict March 7 on a half-cent boost in sales taxes to widen Highway 101 and another quarter-cent increase for other transportation projects. Polls indicate that while the highway measure enjoys majority voter support, a two-thirds margin is problematical. Environmental groups are opposing the measure, saying expanding the 1950s-era freeway will simply encourage more development in a county already feeling immense population pressure.

If the measure garners a two-thirds vote, it will underscore the prominence that highway congestion is achieving in the public's consciousness. And if it fails narrowly, it will re-energize those who say the constitutional amendment that Davis opposes is needed.

Dan Walters is a columnist for the Sacramento Bee.  
dwalters@sacbee.com

# Traffic, money are downtown plan worries

By Mark Simborg  
DAILY REPUBLIC

FAIRFIELD — Traffic, funding and relocating the Old Library building were the biggest concerns expressed at a public meeting Friday to discuss Fairfield's and Solano County's joint plan to revamp the county office area and its surrounding neighborhoods.

Another town hall-style meeting is tentatively scheduled for the evening of March 8, also at Barb's Deli.

On March 14, the city and county will vote on the plan, which would extend Union Avenue to Main Street in Suisun City, add about 10 buildings to the county seat at the east end of downtown Fairfield,

and rezone neighborhoods in the area to allow for "smart growth" -type arrangements with stores and restaurants on the bottom floors and lofts and offices on the upper floors. The project is intended to accommodate a near doubling of the county's population expected by 2030.

It's a plan the public has liked, for the most part,

although on Wednesday a group of about 15 residents showed up to find some answers.

"If the county and the city can come up with the money for this project, why can't they come up with the money for the schools?" Fairfield resident Gary Ames asked.

School money comes from a different source, primarily the

state, said Supervisor Duane Kromm, who hosted and helped organize the meeting.

Officials will start to examine possible funding sources for the project next week, Fairfield Planning Director Sean Quinn said.

Another concern was the necessary removal of the building

See Worries, Page A7

**On March 14, the city and county will vote on whether to extend Union Avenue to Main Street in Suisun City, and add about 10 buildings to the county seat.**

## Worries From Page One

that once housed the county library, on the southwest corner of Texas Street and Union Avenue, to make room for a five-story parking garage. The garage would spill out into a revitalized Jefferson Street and serve a seven-story county administrative building.

The library was built in the 1920s but moved from the building and eventually to the Fairfield Community Center in the 1970s. Although it is not designated as such, many residents feel the building — which now houses the county's Department of Environmental Management — is a historic relic that should stay put.

"I was very surprised to see the old library building disappear," said John Takeuchi, president of the Solano Citizen's Taxpayers Group.

In speaking to members of his group, Takeuchi found that

"almost unanimously, they don't want that building to go anywhere."

Officials are still looking for an alternative location. The building would be moved in pieces and put back together, city planner Curt Johnston said.

Other residents wondered how the traffic would be dealt with. Planning consultants did a traffic study and are preparing a preliminary traffic plan, said Scott Sheldon, the consultant's project manager.

Officials talked briefly about how Union Avenue in Fairfield would reconnect with Main Street in Suisun City, explaining that it would be very expensive and require complex grading of the railroad tracks that run through the area.

The thoroughfares were once connected, but were bifurcated when Highway 12 was rerouted.

2-4-00 DR

# Input sought today for 'campus'

By Mark Simborg  
DAILY REPUBLIC

**FAIRFIELD** — Fairfield and Solano County officials will present a plan to revamp the downtown county offices area at noon today at Barb's Deli, 735 Texas St.

The meeting is designed to gather public input on the plan, which could dramatically change the look of county offices and surrounding businesses.

If the supervisors and City Council approve the plan in March, by 2003 there could be at least three new buildings in the area at the east end of Fairfield's

downtown, including a seven-story county office building, a five-story parking garage and two, single-story buildings, one retail and one administrative.

Eventually, the plans call for re-connecting Union Avenue to Main Street in Suisun City and adding at least 10 buildings more to the area, which is scattered with empty lots and low-density uses.

The Union Avenue connection is still in its conceptual planning stage. Union Avenue used to go into Suisun City, but when Highway 12 was rerouted to its current site the thoroughfare was shut down.

Because of the railroad crossings in the

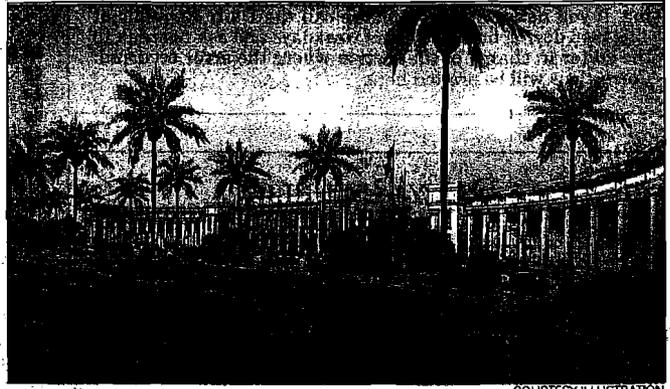
area, making the connection "would be very, very expensive," council member Jack Batson said. "And nobody knows where that kind of money would come from."

Fountains, tree-lined walkways and squares would wrap the package into a "county campus."

"It's basically efficiency stuff," Supervisor Duane Kromm said. "Right now, almost everything is in separate buildings."

The county's agricultural department

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COURTESY ILLUSTRATION

The plan includes walkways and tree-lined plazas within the campus.

## Input from Page One

and environmental management departments, for example, are in separate, one-story buildings.

The other part of the plan includes the revitalization of Jefferson Street from its current limited retail state to three- and four-story buildings with stores and restaurants on the lower floors and offices or lofts on the upper floors.

Also, the plan assumes the county's hot real estate market will bring in condominium and townhouses to replace the low den-

sity residential area around Webster Street.

The plan is a major step in the direction of "smart growth," a development tactic conceived decades ago by sprawl-watching groups that employs the integration of high density housing retail.

"This is our South of Market," said Batson, a smart growth advocate, referring to San Francisco's giant revitalization of the warehouse-strewn area south of Market Street.

Batson said he will push for a Fairfield

"public square" to be folded into the project.

"If there's a time to do it, this is the time," he said.

Suisun City planners are salivating over the plans' portents for retail business.

Economic Development Director Randy Starbuck called the plan a "tremendous opportunity."

"The concentration of the county operations in downtown Fairfield is going to have spill-over effects into our community," he said.

# First Solano Bicycle Classic just about set

By Brad Stanhope  
DAILY REPUBLIC

FAIRFIELD — The dates, major sponsors and sanctioning body are set for a major bicycle road race for Fairfield in March. All that's needed are the final courses and hundreds of volunteers.

The first Solano Bicycle Classic will be held March 23-26 around Fairfield as part of a West Coast tour of elite-level American cyclists sanctioned by the United States Cycling Federation. It will involve four days of races, hundreds of riders and thousands of fans, according to race organizer Scott Reynolds, a local attorney whose been involved in a similar

**'Anybody who knows pro racing is incredibly excited. Even people who don't know much about (racing) are excited.'**

— Scott Reynolds,  
race organizer

race in Redlands.

"Anybody who knows pro racing is incredibly excited," Reynolds said Thursday as he continued to work out details for the 100-mile road-race portion. "Even people who don't know much about (racing) are excited.

I've really had no negative feedback about the race coming to Solano County."

The races, with prizes of more than \$40,000, follow similar weekends of racing in Redlands and Monterey. Reynolds expects about 200 men and 75 women in the professional categories — most of the top U.S. riders who are not competing in Europe.

"We won't get somebody like (Tour de France champion) Lance Armstrong, because if a rider is in competition for the Tour, he'll be in Europe," Reynolds said. "But we should get a lot of the other top-name riders."

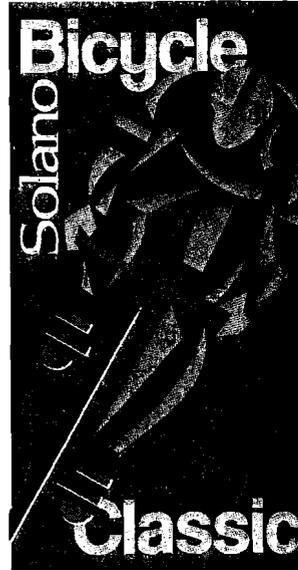
The four-day event will begin with time trials on March 23 on a

10-mile course in the Montezuma Hills near Rio Vista. The second day will feature a road race of about 100 miles for men, 70 miles for women.

Reynolds is still working out the details for that race, but expects it to involve a 10-mile loop through either Gordon Valley or Green Valley after starting at the Jelly Belly factory in Fairfield.

The third day will feature a 60-minute race for women, 90-minute race for men on a one-mile course in downtown Fairfield and the event will conclude on that Sunday with an 88-mile men's race and 62-mile women's race from downtown Fairfield

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## Classic From Page C1

through Rancho Solano. It involves an eight-mile loop.

There will be no admission charge for spectators at any of the races and Reynolds said he expects crowds of at least 3,000 people for the weekend events. Similar races in Redlands — where they've been held for years — draw about 30,000 spectators annually.

He's convinced this is a worthwhile enterprise.

"I think the reason for doing the race is the same as Redlands," he said. "You bring peo-

ple to the community and make them aware of the uniqueness of the community. You get more recognition and awareness of where Fairfield is. We do that as part of the 'Where Is Fairfield?' Festival and that's what this is about."

The budget for the race is about \$140,000 and there are already four major sponsors on board — the Herman Goelitz Candy Co., MLO Products, Solano Garbage and the Daily Republic.

Reynolds got approval for the race from the city in November

and has been meeting with a steering committee the past few weeks to continue preparations. He said the organization will soon have a Website and phone number.

"We're looking for housing (for racers), race marshals, security and all kinds of things," he said. "There's a huge number of people needed — probably 400. That's the most critical thing."

To volunteer for helping the race or working on the steering committee, call Reynolds at 425-1250.

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# City gets parking plan into first gear

By Mike Adamick/Staff Writer

If the Vacaville City Council approves next week the sale of redevelopment bonds, the city could have \$10.1 million by March to begin the process of overhauling downtown parking as well as linking two portions of downtown.

The bond sale also would provide money to buy land for executive offices, signs directing Interstate 80 motorists to downtown, landscape improvements and the widening of a portion of Mason Street, according to a project list that the Housing and Redevelopment Commission approved Wednesday.

Most of the projects are designed to either lure shoppers into the city's core or make their stay a little more comfortable once they are there by enhancing the atmosphere and providing plenty of parking.

The lion's share of the \$10.1 million would go into an initial study of the downtown parking situation and then construction of new lots or maybe even a parking structure, said Charlie Learned, director of the Department of Housing and Redevelopment.

The Housing and Redevelopment Commission  
■ See City, Back Page

## City gets parking plan into first gear ...

■ Continued from Page 1A  
mission advised the council to use \$4.75 million to improve the parking situation and \$1.5 million to retool traffic circulation to bolster downtown business.

About \$300,000 is slated to link the historic Main Street downtown area to Davis Street, where a theater, ice rink, restaurants and offices are thriving on what was once the site of the Basic American Foods food-processing plant.

The money would pay for landscaping

and special paving to visually link the two areas, according to the project list.

About \$500,000 would be used to create signs luring I-80 motorists into downtown.

"The feedback we've been receiving from all over the place is that we need to do a better job with signage," Learned said.

The signs, the landscaping, more benches and trash receptacles are all projects that can be tackled as soon as the bonds are sold March 1, if the council approves the sale Tuesday, said Learned.

The bond sale would be on top of the roughly \$18 million the city has spent in recent years to develop the downtown. The Basic site received a complete overhaul in the 1990s, after the plant closed. The Ulatis Creekwalk — a nature walk at the end of Main Street that links downtown to Andrews Park — is scheduled to open soon.

Learned said more top-notch office buildings are being considered for downtown, as well as high-density housing, which could be located at the end of Main Street.

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## COMMENTARY

D.R.  
(1.28.00)



Dan Walters

# Another tale about Caltrans boss surfaces

**G**ray Davis was ready to appoint a director for the huge Department of Transportation when San Francisco Mayor Willie Brown interceded.

Within hours, the original selection had been scrapped and Jose Medina, a minor San Francisco politician with almost no experience in transportation, had been appointed.

During the past year, Medina has demonstrated that when he moved to Sacramento from San Francisco, he brought with him the city's wheeler-dealer political ways. Caltrans headquarters seethes with Medina stories about people who got fired for bucking the boss and were replaced with sycophants, about contracts that were mysteriously changed, about legal cases settled under odd circumstances.

Medina is already in hot water about one deal that blew up publicly. He signed off on the sale of a Southern California toll road from a private, for-profit company to a non-profit entity that company executives established.

It's since been established from Caltrans' own records – now in the hands of legislative investigators – that the previous administration had refused to approve the sale because it had all the earmarks of a sweetheart deal. It's also been revealed that Medina bypassed the advice of top transportation and legal advisers to approve the deal and settle a related lawsuit.

**M**edina agreed, in effect, to line the pockets of the tollway's builder with the public picking up the tab and also agreed not to make much-needed safety improvements to an adjacent public highway – an action that could result in motorists dying. And then he fired or demoted veteran Caltrans officials who had opposed the twin deals.

This week, another potential case of crony politics in Caltrans surfaced, one involving a large state-owned garage in downtown San Francisco.

A company called CarPark Management was the winning bidder to lease and operate the garage for two years. After being notified that it was the winner, CarPark submitted the required financial paperwork, signed the lease papers, hired employees and was ready to begin operations on Jan. 1. But just hours before the takeover, CarPark was abruptly notified that its lease had been cancelled and given, instead, to another bidder, Priority Parking.

All of that is clearly delineated in Caltrans' own documents. What is not clear is why Medina did what he did.

Caltrans never told CarPark's owner, Minesh Mehta, why he was axed. On Tuesday, Medina said in a statement that there were "very serious allegations raised against the apparent high bidder," without specifying them.

**M**ehta has filed a lawsuit charging Caltrans with breach of contract and gained the right to depose Medina and other department officials about the switch. Mehta's attorney calls it "a sweetheart deal at Mr. Mehta's expense" and says he's been told that Medina has "close personal and political ties" to Priority Parking. It sounds as if legislators investigating the tollway deal should expand their inquiry.

Gov. Davis and others in the administration have been putting a lot of distance between themselves and Medina, insisting that he acted alone on the tollway matter.

But Davis knew that in Medina he was getting a San Francisco politician, not someone who could tackle California's transportation crisis. And he also must know what could happen if he appoints Mayor Brown, the king of San Francisco-style cronyism, as a director of the state's public employees pension system, which has billions of dollars to invest.

The governor might recall this famous adage from Poor Richard's Almanac: "He that lies down with dogs shall rise up with fleas."

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