



Solano Transportation Authority

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Members:

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

MEETING NOTICE

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

6:00 p.m.

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

Time set forth on agenda is an estimate. Comments can be heard before or after item has been presented.

ITEMS	BOARD/STAFF PERSON
I. CALL TO ORDER - CONFIRM QUORUM	Chair Donahue
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENTS	
IV. EXECUTIVE DIRECTOR'S REPORT – Pg 1	Daryl K. Halls
V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC	
VI. CONSENT AGENDA (Any consent item can be pulled for discussion) (6:10-6:15 p.m.) - Pg 49	
A. Minutes of Meeting of March 8, 2000 <i>Recommendation: Approve minutes of the STA Board meeting of March 8, 2000 – Pg 51</i>	Stacy Medley
B. Draft Minutes of March 29, 2000 TAC Meeting <i>Recommendation: Review draft minutes of the March 29, 2000 TAC meeting – Pg 57</i>	Stacy Medley
C. 2000-01 YSAQMD Clean Air Applications <i>Recommendation: Adopt a Resolution supporting all the 2000-01 project applications for YSAQMD Clean Air Funds submitted by the STA, City of Vacaville and County of Solano – Pg 65</i>	Dan Christians
D. Support Caltrans Oversight for a PSR for Road Improvements on Highway 37 at Mare Island <i>Recommendation: Authorize the STA Chair to submit a letter to Caltrans supporting Caltrans oversight for a Project Study Report for road improvements on Highway 37 at Mare Island – Pg 67</i>	John Harris

- E. Appointment to the Bicycle Advisory Committee** Dan Christians
Recommendation: *Appoint Mike Posey to serve as the City of Vacaville's representative on the Solano Bicycle Advisory Committee – Pg 69*
- F. 2000-01 Administrative Service Contract with City of Vacaville** Stacy Medley
Recommendation: *Authorize the Executive Director to enter into a contract for administrative services with the City of Vacaville for FY 2000-01 – Pg 71*

VII. ACTION ITEMS: FINANCIAL

- A. 2000-01 STA Budget** Daryl K. Halls
Recommendation: *Approve the 2000-01 STA Budget (6:15-6:25) – Pg 77*
- B. 2000-01 TDA Article 8 Claims** John Harris
Recommendation: *Approve the attached resolution in support of the approved draw down of STAF and TDA funds in support of the proposed 2000-01 STA budget (6:25-6:30 p.m.) – Pg 85*
- C. Eastern Solano CMAQ Funding** John Harris
Recommendation: *Approve the above funding schedule, including an additional \$299K for the Bella Vista Park and Ride Lot (6:30-6:35 p.m.) – Pg 87*
- D. STIP/CMAQ Match** John Harris
Recommendation: *Approve the funding of the four projects for STIP/CMAQ match program funding and return the balance of \$26,000 to the county share for the 2002 STIP cycle (6:35-6:40 p.m.) – Pg 91*
- E. MTC Planning and Modeling Grant** Dan Christians
Recommendation: *Authorize the Executive Director to execute a special planning grant with MTC for \$120,000 over the next two years to prepare the Solano County Comprehensive Transportation Plan and develop a multi-modal component of the Countywide Traffic Model (6:40-6:45 p.m.) – Pg 93*
- F. Select Transportation Consultant for Solano County Comprehensive Transportation Plan** Dan Christians
Recommendation: *Select a consultant and authorize the Executive Director to enter into a contract not to exceed \$40,000 for Phase 1 of transportation consulting services for the Solano County Comprehensive Transportation Plan (6:45-6:50 p.m.) – Pg 97*

- G. TEA Funds/Solano Bikeway TIP Amendment** Dan Christians
Recommendation: 1.) Approve \$700,000 of Solano Transportation Enhancement Funds for the Solano Bikeway Project, and 2.) Request MTC to amend the Transportation Improvement Program (TIP) accordingly, and 3.) Approve a Call for Projects for the remaining \$312,000 of TEA-21 Solano Enhancements funds (6:50-6:55 p.m.) – Pg 99
- H. 2000-01 Solano TFCA Program** Dan Christians
Recommendation: Adopt a resolution approving a list of projects for the 2000-01 Solano Transportation Fund for Clean Air Program (6:55-7:00 p.m.) – Pg 103
- I. Lobbyist Contract** Daryl K. Halls
Recommendation: Authorize the Executive Director to enter into a contract for lobbying services with Gerber, Shaw & Yoder for a total of six months, not to exceed \$15,000 (7:00-7:05 p.m.) – Pg 107

VIII. ACTION ITEMS: NON FINANCIAL

- A. Jepson Parkway Concept Plan and Plan Line** Daryl K. Halls/Bob Grandy
Recommendation: 1.) Approve adoption of the Jepson Parkway Concept and project plan line, and 2.) Authorize STA staff to initiate environmental review process (7:05-7:15 p.m.) – Pg 109
- B. 2000 Legislative Report** Daryl K. Halls
Recommendation: 1.) Adopt position of support for SB 1428 (Karnette), and 2.) Adopt position of support for AB 1612 (Torlakson) (7:15-7:20 p.m.) – Pg 119
- C. Freeway Service Patrol Program** Dan Christians
Recommendation: Authorize the STA Chair to submit a letter to MTC supporting acceleration of the Freeway Service Patrol Program for Solano County (7:20-7:25 p.m.) – Pg 133
- D. Napa Valley Passenger Rail Study** Dan Christians
Recommendation: Authorize the STA Chair to submit a letter to: 1.) Support the Napa Valley Passenger Rail Study, and 2.) Endorse the proposed funding source and request that the STA be included in the study (7:25-7:30 p.m.) – Pg 135
- E. Highway 12 Request for Proposals** Dan Christians
Recommendation: Authorize STA staff to release a Request for Proposals for the Highway 12 MIS Study (7:30-7:35 p.m.) – Pg 143

- F. SolanoWorks Program Update** Elizabeth Richards
Recommendation: Authorize Chair to forward letter to MTC requesting support for SolanoWorks funding
(7:35-7:40 p.m.) – Pg 147

IX. INFORMATION ITEMS: NO ACTION NECESSARY (7:40-7:50 p.m.)

- A. Bike-To-Work Day – May 16, 2000** Elizabeth Richards
Informational – Pg 149
- B. Project Monitoring Status Report** John Harris
Informational – Pg 151
- C. Governor’s Transportation Plan/Preliminary List of STIP Augmentation Projects** Daryl K. Halls
Informational – Pg 157

X. FUNDING OPPORTUNITIES (For Information Only) (7:50-7:55 p.m.) – Pg 159

- A. Safe Routes to School Program** Dan Christians
Deadline: April 27, 2000 – Pg 161
- B. Regional TFCA Program** Dan Christians
Deadline: June 30, 2000 – Pg 163

XI. Board Members Comments

XII. Adjournment (Next meeting: May 10, 2000)



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Executive Directors Report

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

*** Governor's 90-Day Transportation Plan**

The Governor released his 90-day transportation plan today. The plan proposes \$5.2 billion in transportation investment using a combination of one time appropriations and a general obligation bond to be placed on the November 2000 ballot. Included in the proposal is \$1.495 billion for the Bay Area of which the following projects are of particular interest to Solano County: \$10 million in funding for a third Vallejo Ferry, \$189 million in funding to improve or expand funding for four rail corridors including the Capitol Corridor, and regional express bus services along several corridors including the I-80. The STA's request for funding for the I-80/I-680 interchange and Highway 12 (between I-80 and Napa) is not included. Both of these two highway projects have been endorsed by MTC. I will provide an update when more detailed information is available.

Red Top Slide Committee Meeting Date:

The initial meeting of the Red Top Subcommittee has been set for May 3, 2000. The three primary topics of discussion will be a status report on mitigation efforts, the status of Caltrans request for 2000 SHOPP funding and the Design-Sequencing Program, and development of an emergency response plan. Staff is in the process of notifying the participants and coordinating with Caltrans District IV in preparation for this meeting.

*** Comprehensive Transportation Plan**

All three subcommittees (Highways, Transit and Alternative Modes) have held their initial meeting and approved their respective work programs. Presentations have been provided on the Countywide Bicycle Plan, the County Rail Study, potential rail service from Napa to Vallejo, existing ferry service, the County's ridesharing and vanpooling program, the Countywide Transportation Model, and level of service on the highway system. Staff will be scheduling the next meeting of the Transportation Steering Committee to review the three work programs, and develop the outreach component of the plan. Related to this effort, staff has agendized the plan's consultant contract, support for the Napa Valley Passenger Rail Study, and authorization to execute a contract with MTC for additional planning funds.

Status of Solano County's Highway Projects/Project Delivery

John Harris has prepared status reports on Solano County's major highway projects and local projects that need to be obligated by June 30, 2000. Dianne Steinhauser, Caltrans District IV, is scheduled to attend the STA Board's June meeting and provide a status of each project. Staff and the STA's project monitoring consultant are working with project sponsors to ensure every project will meet the obligation deadline.

Rail Plan and Capitol Corridor Service

In response to the growing interest in additional rail service in Solano County, staff is planning a tour of the current potential sites for new rail stations with staff from the Capitol Corridor and Solano County representatives on the Capitol Corridor Board. This effort will be coordinated with the three agencies currently interested in new rail stations (Benicia, Dixon and Fairfield). Contact Dan Christians or myself if you are interested in participating.

Attachment:

Attached for your information are a status of priority projects, key correspondence, the STA's list of acronyms and newspaper clippings.

**STA Project Development Fund
1999-00 Priority Projects - Status Report
(listed in alphabetical order) 4/2000**

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003 -Carquinez Bridge Groundbreaking in March 2000
Capitol Corridor CCJPB, STA	\$5,000	*	\$2,460	-STA processing the TCI grant for obligation by the CTC by 5/2000; environmental and revised appraisal completed
Electric Vehicles and Recharging Facilities Program STA	*	\$80,000	*	-Funding allocated for five sites for public electric vehicle charging stations -Construction completion scheduled to occur by 4/2000
Federal Lobbyist STA	\$25,000	*	*	-Item scheduled for Board approval 4/12/00
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-STA subcommittee to be formed to initiate process and scope of MIS release of RFP on Board agenda 4/12/00 -Monitor SHOPP funded projects under the STA Project Monitoring Program; construction scheduled to begin summer 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-Project fully funded - 35% plans complete -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2004-2005 period
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Funded by Caltrans. Construction scheduled for 2003-04 -STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003
Jepson Parkway - Corridor Concept Plan and Implementation STA	\$15,000	\$30,000	\$15,000	-Draft Concept Plan and plan line completed; Board approved distribution of draft, February 2000 -EIS scheduled to begin April 2000, field review completed March 2000
Intercity Transit Plan - Implementation STA	*	*	*	-Ongoing - plan to be updated this year as part of Comprehensive Transportation Plan; Scope of Work approved by the Board 1/2000; Consultant selection scheduled for Board approval 4/12/00
Mare Island Access Study - Vallejo	*	*	*	-Study initiated - to be completed Spring 2000
Marketing - STA	\$15,000	*	\$289	-Funding approved by the STA Board 10/99; Scope of work being prepared
Miscellaneous Project Development **	\$14,000	*	*	For assistance in completing grant applications and leveraging funds for project development.
Project Monitoring Program - Consultant Assistance Benicia, Rio Vista, STA, Suisun City	\$10,000	\$30,000	*	-Consultant hired and contract started 2/1/2000
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Monitoring mitigation efforts by Caltrans -Congressional summit held 12/17; draft PSR released -Submitted for SHOPP funds and design sequencing program -STA subcommittee with first meeting on 5/3/00 formed to develop emergency plan
SEDCORP Breakfast - STA	\$1,000	*	\$1,000	-November 10 SEDCORP event addressing transportation issues held, presentation has been provided to various chambers and community groups.
Solano Bike Route Plan - Implementation - STA	\$20,000	\$5,000	\$10,863	-Plan initiated in September 1999, scheduled to be completed in Spring 2000 as part of Comprehensive Transportation Plan
Solano Transportation Plan - Implementation STA	\$10,000	\$60,000	\$3,893	-Funds reprogrammed to the Solano County Comprehensive Transportation Plan 10/99
Travel Safety Study - Implementation STA	*	*	*	-Projects recommended in the plan were programmed with cycle 1 TEA-21 funds; projects must be obligated by 9/2001; additional safety projects programmed in 2nd Cycle
Park and Ride Survey - STA	\$10,000	*	*	- Conduct survey on local park and ride lots for possible vehicle park and ride relocations
Vacaville CNG Facility Vacaville	*	*	*	-Design process underway (90% plans complete), construction expected to be completed by July 2000
TOTAL	\$125,000	\$205,000	\$33,504	

* No funds allotted at this time

\$330,000

A c r o n y m s

ABAG	Association of Bay Area Governments	NCTPA	Napa County Transportation Planning Agency
ADA	Americans with Disabilities Act	NHS	National Highway System
BAAQMD	Bay Area Air Quality Management District	OTS	Office of Traffic Safety
BCDC	Bay Conservation and Development Commission	PCC	Paratransit Coordinating Council
CEQA	California Environmental Quality Act	PMS	Pavement Management System
CARB	California Air Resource Board	POP	Program of Projects
CCTA	Contra Costa Transportation Authority	PSR	Project Study Report
CHP	California Highway Patrol	RFP	Request for Proposal
CIP	Capital Improvement Program	RFQ	Request for Qualification
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTP	Regional Transportation Plan
CMP	Congestion Management Program	RTPA	Regional Transportation Planning Agency
CNG	Compressed Natural Gas		
CTC	California Transportation Commission		
DBE	Disadvantage Business Enterprise	SACOG	Sacramento Area Council of Governments
DOT	Federal Department of Transportation	SHOPP	State Highway Operational Protection Program
EIR	Environmental Impact Report	SOV	Single Occupant Vehicle
EIS	Environmental Impact Statement	SRTTP	Short Range Transit Plan
EPA	Federal Environmental Protection Agency	STA	Solano Transportation Authority
FHWA	Federal Highway Administration	STAF	State Transit Assistance Fund
FTA	Federal Transit Administration	STIP	State Transportation Improvement Program
GIS	Geographic Information System	STP	Surface Transportation Program
HOV Lane	High Occupancy Vehicle Lane	TAZ	Transportation Analysis Zone
ISTEA	Intermodal Surface Transportation Efficiency Act	TCI	Transit Capital Improvement
ITIP	Interregional Transportation Improvement Program	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TDA	Transportation Development Act
LOS	Level of Service	TEA	Transportation Enhancement Activity
LTF	Local Transportation Funds	TEA-21	Transportation Efficiency Act for the 21 st Century
MOU	Memorandum of Understanding	TIP	Transportation Improvement Program
MPO	Metropolitan Planning Organization	TLC	Transportation for Livable Communities
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	YSAQMD	Yolo/Solano Air Quality Management District

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Dan Donahue
Chair
Solano Transportation Authority
333 Sunset Ave., Ste 200
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Dear Mr. Donahue:

There have been numerous articles in area newspapers lately about the traffic conditions in Napa County. I am enclosing two sample articles which point out the problem.

Our main east-west highway is Highway 12, a heavily used two lane roadway connecting the North Bay counties. A portion of Highway 12 combines for a short distance with Highway 29. When an accident occurs on Highway 12 or in the combined 12/29 area, it usually results in gridlock in the North Bay.

Also enclosed is a map on which I have marked the gridlock which occurred on February 9 of this year. Because of the geography of the North Bay, alternate routes are virtually nonexistent. (The choice is to go through Winters(!) to Napa Valley.) The highway 37 alternative around Sear's Point can fail because of gridlock beyond the 12/29/121 intersection in Napa.

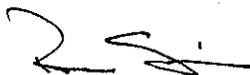
The point is that the Highway 12 corridor needs to be upgraded. I agree with those who support a divided scenic highway wherever practical.

In my opinion, the most serious and most dangerous stretch of Highway 12 is Jamieson Canyon. (A six mile stretch between Highway 29 and Highway 80.)

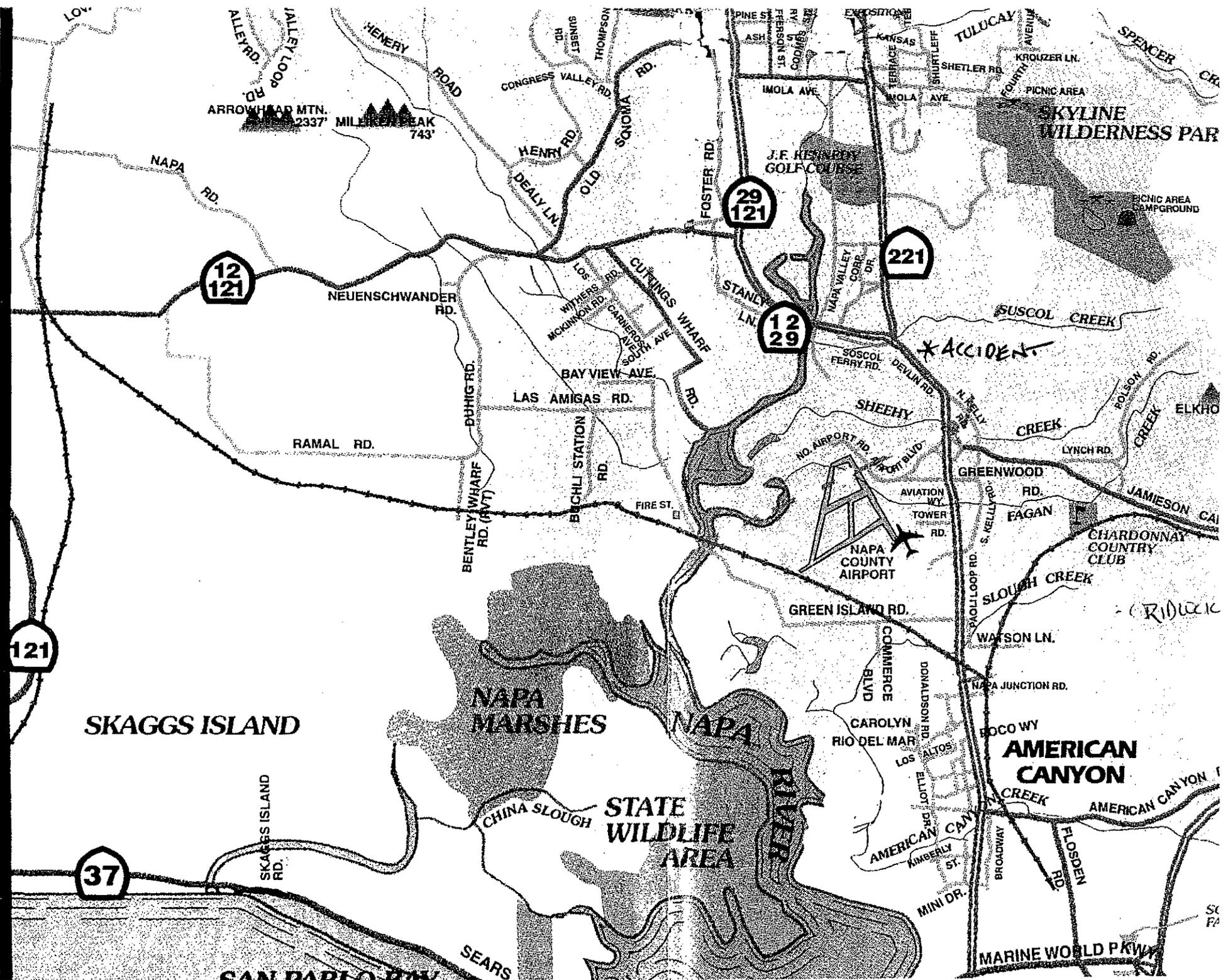
This is not a Napa County problem, it is a North Bay problem.

Please do what you can to start work on a solution.

Sincerely,



Enclosure: Newspaper articles
Map



* ACCIDENT *

121

121

29
121

221

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PAGE 6

SEARS ROAD

3

Accident blocks entrance to Napa

the Napa Valley Register



JERRY MENNENGA/REGISTER PHOTO

Napa County firemen remove a trapped driver involved in an accident that may have resulted from road rage.

Three hurt in road closing collision

Possible victims of road rage, says CHP; traffic bottle-necked for 90 minutes

By MARSHA DORGAN
Register Staff Writer

NAPA

A trip to a bowling tournament was cut short this morning for two Napa men when they became victims of a possible road rage, according to the California Highway Patrol.

Three people were injured at about 7:30 a.m. in a crash on Highway 29 just north of North Kelly Road. The accident turned the southbound lanes of the highway into a string of stranded cars stretching from the crash site to the southbound Imola Avenue free-way offramp.

The wreck also bottlenecked traffic for miles on Highways 221 and 121 as commuters tried to merge onto Highway 29. Motorists were forced to deal with the gridlock for about an hour and a half, according to the California Highway Patrol.



An unidentified doctor stopped to help emergency crews.

Jerry Shelton, 61, of Napa suffered a broken left leg and cuts and bruises, according to a doctor who stopped at the scene to administer medical aid.

Shelton's passenger, Don Robinson, also of Napa, suffered a cut to his head.

The driver of the other car, Wendell Dechavez, 21, of Vallejo, was also injured. The three victims were taken by ambulance to Queen of the Valley Hospital. A condition report was not available this morning.

Shelton and Robinson were southbound on Highway 29 on their way to a bowling tournament in Livermore, Robinson said at the scene.

"All of a sudden this car comes flying across the center divider and crashes head on into our pickup," Robinson said. "That's all I remember."

Dechavez was northbound on Highway 29, when he was cut off by truck pulling a trailer, loaded with a backhoe, CHP Sgt. Michael Venning said this morning.

"When the truck moved to the right lane, Dechavez pulled alongside the truck, rolled down his window and heaved a plastic water bottle over the roof of his car at the truck," Venning said. "While he winding up to pitch the bottle, he lost control of his car, veers across the center divider dirt embankment, hitting the pickup head on."

"All of a sudden this car comes flying across the center divider and crashes head on into our pickup. That's all I remember."

Don Robinson
passenger

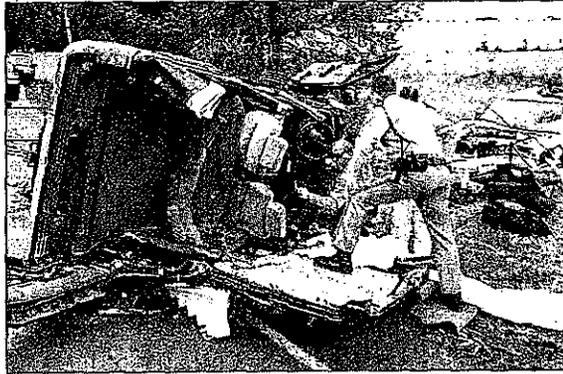
Venning said the CHP will seek felony road violence charges against Dechavez.

Using the Jaws of Life, rescue crews worked for about 20 minutes to free Shelton from behind the steering wheel. After the hood of the pickup was peeled back, paramedics carefully inched Shelton out of the mangled truck onto a backboard.

"He was wearing his seatbelt and the airbag deployed. That most likely saved his life. He has no bruising on his chest," said a firefighter/paramedic at the scene.

Dechavez was also wearing his seatbelt, Venning said.

California Highway Patrol officers look over one of two vehicles involved in a crash Sunday on North Kelly Road.



ROBERT PEEBLES PHOTO

Five hurt in North Kelly crash

By MARSHA DORGAN
Register Staff Writer

NAPA

A head-on crash between two sports utility vehicles Sunday morning sent five people to the hospital.

David Grinnell Knowles, 43, of Napa suffered a broken knee cap and was airlifted by helicopter to Queen of the Valley Hospital, according to California Highway Patrol Officer Warren Bullis.

Three ambulances were dispatched to the scene to take the other four victims to the Queen.

The driver of the other car, Thomas Anthony Coleman, 50, and his passengers, Richard Gonsalves, 60, Michael Taylor, 56, all of Petaluma, and Patrick Calvey, 49, of San Francisco were also injured.

Coleman, Gonsalves and Calvey were treated at the Queen and released, a hospital spokeswoman said this morn-

ing.

Taylor suffered a broken collarbone and several broken ribs, Bullis said. He was transferred from the Queen to Kaiser Hospital in San Rafael.

Coleman was driving his 1995 Toyota Forerunner north on North Kelly Road.

As he drove into a curve, he lost control of the SUV and spun into the

See CRASH, Page 4A

Crash

From Page 1A

oncoming lanes directly into the path of Knowles' southbound 1999 Isuzu Trooper, Bullis said.

Using the Jaws of Life, rescue crews worked about 45 minutes to free the five victims, according to Napa County Fire Engineer Mike Tiller.

Firefighters had to peel the top off Coleman's vehicle to rescue him and his passengers, Tiller said.

Everyone was wearing their seat belts, Bullis said.

the Napa Valley
Register

February 28, 2000

Governor takes aim at traffic

Davis' transit plan to cost \$5.2 billion

By Steven A. Capps
Bee Capitol Bureau

Gov. Gray Davis on Wednesday released a long-awaited \$5.2 billion, four-year transportation proposal he hopes will ease road congestion — or at least prevent it from getting much worse.

The proposal, which grew from a series of meetings with local transportation officials, is "historic" in its financial commitment to transportation, said Davis spokesman Michael Bustamante. It provides for a mixture of road construction, passenger rail expansion and new buses, including \$120 million for Sacramento Regional Transit's light-rail system.

But as the governor scheduled stops today in the traffic-choked Bay Area and gridlocked Los Angeles to tout his plan, Bustamante acknowledged that California's transportation network has suffered from years of neglect that will take years to erase.

In some areas, he said, all the plan can hope to do "is break even on the level of congestion."

"Did the governor create congestion? No," he said at a news conference detailing the proposal. "Is he

Please see TRAFFIC, back page, A20

Traffic: Not nearly enough money, Senate critic says

Continued from page A1
going to solve it? No."

The governor's plan, which is centered on a \$2.2 billion bond proposal aimed for the November ballot, grew out of a series of meetings the Davis administration staged with local transit officials and legislators beginning in February.

The Democratic governor would pay for the various projects through the November bond measure, and about \$3 billion in general state tax revenues over the next four years. Both would require legislative approval.

Many of the local projects would require contributions of local funds, as well as some federal funds. All told, the \$5.2 billion should result in \$15 billion in transportation projects, Bustamante said.

Senate leader John Burton, D-San Francisco, a strong critic of the governor's transportation policies, said Davis' proposal provides too little money for the state's traffic woes at a time when the state can afford to do much more.

Thanks to the booming economy, analysts are predicting revenues are outpacing projections by \$4 billion to \$10 billion.

SETTING IT STRAIGHT

A story on page A1 Tuesday about a water agreement between the city and county of Sacramento incorrectly reported that the county's goal is to supply customers with 60 percent groundwater and 40 percent surface water. The target is 60 percent surface water and 40 percent groundwater.

"The proposals are good, but the funding is not there," Burton said. "I've got a project in the northern part of my district that's \$135 or \$145 million and they're giving them \$10 million."

Burton said he will push for a "substantially more and substantially different" commitment to transportation in the 2000-01 state budget, which dictates state spending for the fiscal year beginning July 1.

However, many of those involved in the meetings with Davis called the governor's plan a much-needed shot in the arm for local projects. The Sacramento region would receive \$189 million under the proposal.

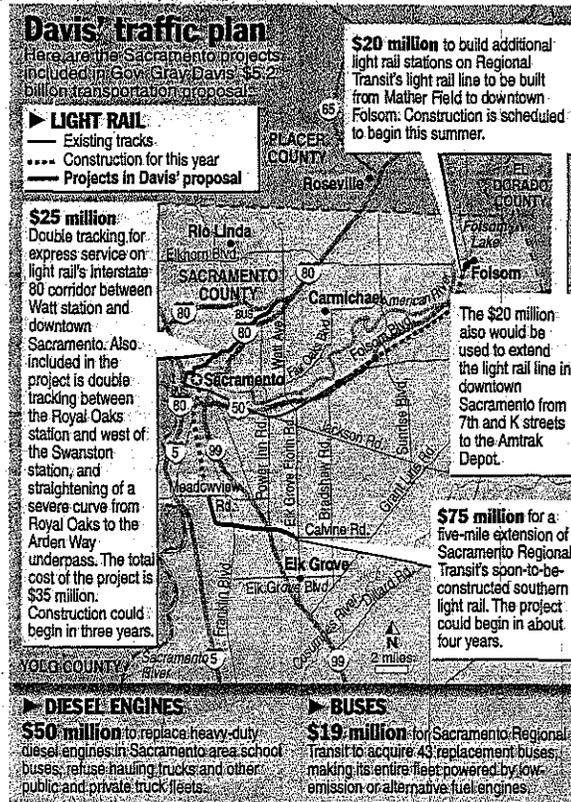
"We're thankful for anything that we can get to help pay for these improvements," said Mike Wiley, director of customer services for Regional Transit, which gets the lion's share of money earmarked for the Sacramento area.

The money would allow extension and improvements of the light-rail system, as well as replacement of RT's last remaining diesel-burning buses.

Assemblyman Darrell Steinberg, D-Sacramento, who advocated the \$50 million included in the plan to replace diesel engines on heavy-duty trucks, called Davis' proposal "a big win for Sacramento."

"These projects will ease congestion throughout Sacramento while significantly improving our air quality," he said.

Most of the money in Davis' plan is directed to more congested areas of the state. The San Jose/San Francisco Bay Area, which according to the Governor's Office is the third-most-congested metropolitan area in the nation, receives a total of \$1.5 billion un-



Bridge and the San Mateo Bridge.

Davis' proposal includes \$400 million for road and street maintenance, less than some local government officials had hoped for.

Calling the state's web of city and county roads crumbling and pocked with potholes, a bipartisan coalition of legislators, local officials and transportation advocates had called on Davis on Tuesday to provide at least \$500 million each year to local governments for road repair and maintenance.

"Local streets and roads are the most important things to all of us in the state of California because those are the roads that we use the most," said state Sen. Betty Karnette, D-Long Beach. "We need to reduce and repair our maintenance backlog."

Chris McKenzie, executive director of the League of California Cities, said it is critical that the governor commit to a long-term solution for local road maintenance. "Cities and counties need a new, reliable and predictable source of money we can rely on each year," he said.

But two of the state's leading business groups, the state Chamber of Commerce and the California Business Roundtable, praised Davis' overall plan as an unprecedented commitment of state tax revenues to transportation.

"California has immense infrastructure needs, and these problems cannot be solved overnight," said Bill Hauck, president of the California Business Roundtable. "We believe the governor's proposal is an important and essential first step toward meeting California's long-term transportation needs."

Emily Bazar of The Bee Capitol Bureau contributed to this report.

Reg 4-6-00

Gov. Davis paves way for transit

In brief Solano commuters should benefit from several items included in the governor's \$5.2 billion transportation plan.

By John Scheibe/Staff Writer

Solano County is expected to receive millions in state transportation dollars during the next fiscal year, dollars that will be used to buy a third Vallejo ferry and improve the area's rail service and highways.

Gov. Gray Davis unveiled his plans Wednesday to spend \$5.2 billion in transportation projects across California for the fiscal year beginning July 1.

Daryl Halls, executive director of the Solano Transportation Authority, said Davis is proposing spending \$10 million in state transportation funds to buy a third super-fast ferry linking Vallejo to San Francisco.

Vallejo transportation officials say demand for the ferry service has skyrocketed in recent years as traffic has increased on area highways and freeways, including Interstate 80.

Davis also is proposing spending \$12 million for the Capital Corridor Rail service, which connects Auburn to San Jose and cities in between. Halls said, however, the entire \$12 million will be spent for the portion of the service between Oakland and San Jose. The state also could provide \$33 million to widen Highway 12.

■ See Transit, Back Page

Transit funds ...

■ Continued from Page 1A
through Jameson Canyon north of I-80 and to improve the Green Valley Road onramp at I-80.

Still, Halls said Davis' proposal did not contain a lot of details regarding exactly how much money would be allocated for Solano transportation projects.

A number of transportation officials, including Suisun City Mayor Jim Spering, who is a member of the Bay Area's powerful Metropolitan Transportation Commission and Solano's Transportation Authority, said he was hopeful there would be plenty of funding for local projects.

"I don't know of anybody who's not sitting on the edge of their seats waiting to see what happens," Davis said.

All of this comes as a number of area officials, including county Supervisor Duane Kromm, said they would not be surprised if the bulk of Davis' transportation budget goes for projects in Southern California. Kromm called Davis "a Southern California boy" in explaining his preference for Southern California transportation projects.

Kromm added he was disappointed by what he has seen and heard of Davis' proposed transportation budget so far, saying a big chunk of it appears to be for fixing the state's existing highways, freeways and bridges, rather than for investing in new and more efficient forms of transportation, including more mass transit.

"He seems to be going more for projects that have a lot of

flash," Kromm said.

Still, Kromm and others said they hoped there would be funding to fix the heavily congested I-80/680 interchange near Cordelia.

Kromm said a number of Cordelia residents have complained to him of a growing flood of traffic pouring off I-680 and onto Cordelia streets in the rush to get home.

"I've heard of motorists who are driving over people's front yards" in Cordelia, Kromm said.

Kromm is proposing increasing the number of police on Cordelia streets as well as increasing traffic

finer for unruly motorists driving through Cordelia.

"Basically it means finding ways to keep people on the freeway" instead of allowing them to go through Cordelia the way they are now, he said.

Kromm said a super-strong economy means the state has plenty of cash in its coffers, money which should be spent to improve California's fragile and crumbling transportation infrastructure.

"For example, what I'd like to see in Solano County are more high-occupancy lanes on the freeway and more bus service," Kromm said. "It comes down to finding ways to move people more efficiently," he said, adding I-80 is quickly nearing the point where it will not support additional traffic.

"Once that happens and we have no other transportation alternatives we'll be in real trouble," Kromm said.

“
(Gov. Davis)
seems to be
going more for
projects that
have a lot of
flash.”

”
Duane Kromm



Davis plan a boost for ferries

Governor earmarks \$10 million for Vallejo service

□ Davis proposes \$5.2 billion in new spending/A6

By DOROTHY VRIEND

Times-Herald staff writer



Gov. Gray Davis' \$5.2 billion traffic congestion relief plan recommended Wednesday setting aside \$10 million for the Vallejo ferry service.

Of \$12 million to Bay Area ferry service, the Davis targeted \$2 million for enhancement of a Treasure Island ferry terminal and \$10 million for a third Vallejo ferry.

Vallejo's ferries have been leaving filled, with scores of potential riders left waiting on the docks. Davis' plan said "the purchase of a third boat allows for an increase in total round trips per day from 11 trips to 15 trips.

"This translates into an increase in daily one-way passenger trips from 1,800 to approximately 3,000, or an equivalent number of trips diverted from the I-80 corridor," Davis' proposal stated.

"I'm just thrilled, absolutely thrilled," Mayor Tony Intintoli said when he heard the news. "We need the boat very much.

"Now with the runs to the (San Francisco Giants' Pacific Bell) ball park and all of that, it looks like we are going to have a magnificent ferry service, just the kind we were hoping for seven or eight years ago when we started all of that. I couldn't be happier," Intintoli said.

The governor's proposal still needs to be passed by the Legislature and approved by a two-thirds vote.

In his plan, Davis didn't specify whether (See **FERRIES**, A2)

Ferries

(From A1)

the money should come from the state's general fund or from general obligation bonds.

If the money were to come from bonds, it would require approval by voters in the November election.

If the money comes from the state's general fund, it could be appropriated before the end of the year, according to state Sen. Wesley Chesbro's office.

Chesbro's legislative aide Darby Kernan said the request for \$10 million went to the governor before the Metropolitan Transportation Commission (MTC) had planned to set aside \$5 million in federal money for the Vallejo ferry.

Kernan said Chesbro, D-Arcata, may lobby to accept \$5 million less from the state, using the \$5 million promised by the MTC as a local match. That may ensure that the money comes from the state's general fund, taking away the need for California voters to approve a bond.

Vallejo City Councilmember Dan Donahue, who chairs the Solano Transportation Authority,

said the city asked the federal government for \$3 million more during a trip to Washington last month. The STA has yet to receive a response to that request.

"If we get that \$3 million, I'd like to see it go towards maintenance and operations," Donahue said.

"We can get a new ferry boat, but how are we going to maintain and operate it?" he said.

Donahue said city officials are considering moving the maintenance dock on Mare Island directly across from the Vallejo terminal, and improving it.

In spite of the potentially good news it is not known how soon Vallejo could see that third ferry. Vallejo transportation manager Pam Belchamber said last week that even with the money in hand it would take about 18 months to order the ferry, have it built, tested and shipped to Vallejo.

Intintoli credited Vallejo's location and the ferry's potential for decreasing Bay Area congestion, for getting the governor's attention.

"We are truly a regional transportation hub at this point. The ferry service we have is serving not only Vallejo, but other North Bay communities in the region," Intintoli said.

Plan hits road block

\$15 billion transportation proposal draws widespread criticism from lawmakers — particularly Republicans

By **STEVE LAWRENCE**
Associated Press

SACRAMENTO — The governor's \$15 billion transportation plan lacks a long-term solution to crowded roads and difficult commutes and a key segment may not have the votes to pass, two top lawmakers said Monday.

"This is only throwing a nickel at problems that cost a dollar," said Assembly Minority Leader Scott Baugh, R-Huntington Beach.

Senate leader John Burton, D-San Francisco, also criticized the plan, although he disagreed with Baugh on how to improve it.

The proposal, which Democratic Gov. Gray Davis plans to release later this week, includes a \$2.2 billion bond measure that would need approval from lawmakers and voters, plus \$2.8 billion in one-time state funding.

It would supplement the \$5 billion in state money with \$10 billion in local and

federal funding.

"This plan has been fully vetted, and while it's not everything everyone wants, I would venture to say everyone will acknowledge that we make progress, we move forward," Davis said.

Burton said local governments need a long-range revenue source to pay their share of highway and transit projects and maintain streets and roads.

Burton proposes a constitutional amendment that would make it easier for counties to impose half-cent sales taxes to pay for transportation projects. His plan would require approval from a simple majority rather than two-thirds of a county's voters to impose the tax for 20 years.

Davis opposes the measure. It passed the Senate but is languishing in the Assembly, blocked by Republicans who refuse to give it the two-thirds majority required to go to California voters.

Burton called the governor's \$2.2 billion bond proposal "kind of chump change" and said he doubts it could get the

two-thirds votes needed to pass the Legislature.

"Republicans do not particularly like a bond, and Democrats probably think it's not sufficient," he said.

Baugh also said the bond measure is in trouble.

"We are swimming in \$10 billion in surplus revenue," he said. "Why go out and borrow \$2 billion when you have cash on hand and it will cost \$3.7 billion to pay that bond back?"

Baugh supports earmarking 5 percent a year of the state's general-fund revenue for transportation over the next 20 years, a step he said would raise another \$125 billion.

Less than a tenth of a percent of the general fund, the state's largest budget account, is used for transportation now, he said.

Sen. Richard Rainey, R-Walnut Creek, said the governor has indicated he will consider backing a bill that would spend all of the sales tax on gasoline for transportation. That would generate another \$716 million a year for roads and public transit, Rainey said.

Transit scheme is typical Davis

TH 4-6-00

Gov. Gray Davis, who was late in recognizing California's traffic congestion crisis, is trumpeting a \$5.2 billion plan to expand highways, fix deteriorating roadways and add more trains, trolleys and ferryboats to California's beleaguered transportation system.

Michael Bustamante, Davis' press secretary, used such words as "major, major," "very impressive" and "historic" Wednesday as he released project-by-project details in advance of a two-day, four-city Davis sales trip.

But under questioning, Bustamante acknowledged that even if every project on the governor's list is built — which is questionable — congestion is still likely to worsen simply because California is adding thousands of people and hundreds of cars each day.

"We didn't create gridlock, and we aren't going to solve it," Bustamante said, describing the scheme as one that will "begin to ease congestion."

Transportation authorities agree that California needs to spend a whopping \$100-plus billion on its road and rail network over the next decade. Davis' plan — even the \$15 billion he says will be spent once local and federal matching funds are included — is substantial, but when measured against the need, it shrivels.

And even spending at the designated level is dependent on legislators and voters approving a \$2.2 billion bond issue — by



dan
walters

no means a certainty — and on local and federal officials coughing up their shares, which is problematic.

Davis' plan already faces fire in the Legislature, especially from Senate President Pro Tem John Burton, who says it's too small and faulty because it doesn't include provisions to make it easier to raise local sales taxes for transportation and thus meet the local shares Davis wants.

The transportation plan, if not the truly comprehensive program Davis promised in January, is one that follows his pattern of governance: incremental, fiscally safe and politically controllable.

"He's not interested in spending money he doesn't have," Bustamante said of Davis. But he's also not interested, it would appear, in spending very much of the money he does have.

The \$3 billion commitment in general fund money would be over four years, with the first year's increment not over \$1.5 billion — a relatively small portion of the state's projected budget surplus of as much as \$10 billion during the 2000-01 fiscal year.

Although it's not the visionary, comprehensive plan that he seemed to embrace in January, when he announced its development, Davis does include a couple of provisions that could create political angst.

One would use private engineering firms to move projects faster, thus undercutting the union that represents Department of Transportation engineers. The union waged a long and ultimately successful court battle against efforts by Republican governors to privatize engineering work, but now a Democratic governor says it's needed to break the engineering logjam.

The other provision would undercut decades of California policy insulating transportation projects from direct decision-making by the governor and legislators, leaving specific decisions on what to build to professional planners, local transportation authorities and the state Transportation Commission.

The Davis plan represents a return to the old pork barrel approach, one fraught with implications because which roadway or other project gets built can have immense financial consequences for developers and other special interests. One proposed San Diego project, for example, would serve a new baseball park proposed for the San Diego Padres, whose owner is a close friend and political backer of Davis.

□ Contact Dan Walters of the Sacramento Bee at <http://www.sacbee.com>

Funds turn up for 3rd Vallejo ferry

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

Progress toward a third Vallejo ferry looks more hopeful after unexpected new funds have turned up that could cover half the \$10 million price tag.

For people who have been turned away after waiting in an early morning line stretching the length of the promenade, that could be welcome news.

Higher federal fuel tax receipts are expected to add millions of dollars to regional transportation projects in the next few years. Metropolitan Transportation Commission staff has recommended that \$5 million of that money be spent on a third Vallejo ferry.

"The economy is so hot we are anticipating that through the end of fiscal year

2002-2003, this region could see an additional \$71 million in funding," said Therese McMillan, MTC manager of funding and external affairs.

The recommendation suggests spending the \$71 million on a number of new high priority regional projects around the Bay Area, instead of dividing it up to speed up existing projects. The recommendation still needs formal approval from the commission, but it has gotten enough support that local officials are using the recommendation to look for further matching funds elsewhere.

"I think we can safely feel as though we have \$5 million," Vallejo Transportation Manager Pam Belchamber said.

City Councilmember Dan Donahue, who also chairs the Solano

Transportation Authority, is leading a delegation of public officials to Washington, D.C., this week to seek support for transportation projects, including another \$3 million to help fund the balance for a third ferry to San Francisco.

The delegation is an annual event, but the timing of MTC's recommendation could add weight to STA's request for ferry funding.

"The fact that MTC has recommended the \$5 million is going to help a lot. It's one thing to go to Washington empty-handed without any local funds. It makes your job that much more difficult," Belchamber said.

McMillan said using the \$5 million as leverage to get the remaining funds is

(See **FERRY**, A2)

Ferry

(From A1)

part of MTC's strategy.

Gov. Gray Davis also has talked about directing surplus money from the state's general fund to transportation.

"That is not a given. It's an extremely fluid political situation," McMillan said.

Vallejo officials are working with Assemblymember Pat Wiggins, D-Santa Rosa, and state Sen. Wes Chesbro, D-Arcata, and with Rep. George Miller, D-Martinez, in an attempt to get

enough money to put a third ferry on the bay.

"We are chipping away at the \$10 million and MTC certainly built a fire under the project and gave it a push forward with the \$5 million," Belchamber said.

Already, potential riders on the 6:30 a.m. and 8 a.m. runs to San Francisco are turned away almost daily. The opening of Pac Bell Park in San Francisco this summer will add a whole new group of potential riders.

"There is a big demand here. We are trying to meet it," Belchamber said.

Politics on the menu ^{Rep} _{3/8/00}

Corned beef, cabbage and "The Politics of Growth" are on the menu of the annual St. Patrick's Day dinner hosted by BACPAC, Vacaville's Business and Community Political Action Committee, March 15.

Jim Spering will be the keynote speaker for the event. A longtime local political leader, Spering will underscore the need for a countywide consensus on how Solano will grow into the 21st century. He is an advocate of a regional transit strategy that incorporates both "smart growth" and the so-called "livable communities" concept of development.



Spering

Spering is mayor of Suisun City and past chairman of the Metropolitan Transportation Commission, a regional agency board on which he still serves. He is also a member of the Solano Transit Authority and the Local Agency Formation Commission, the county land-use panel that decides where cities can grow.

The social hour begins at 5:30 p.m. on March 15. Dinner and the keynote address will follow at 6:30 p.m. Tickets are \$30 per person. For reservations, call 448-7117.

March 30,
2000

Reg. 3-30-00

Jepson Parkway bid unites neighbors

In brief Vacaville works with homeowners on both sides of Leisure Town Road, but incomplete proposal leaves a few residents in legal limbo.

By Mike Adamick
Staff Writer

Plans to turn Leisure Town Road into Jepson Parkway, a four-lane swath replete with bicycle paths and buffer zones of greenery that will stretch from Vacaville to Fairfield-Suisun City, has kindled heated debate in Vacaville.

Last year, residents on the west side of the road grew incensed with plans to widen the road from two lanes to four lanes just past the reaches of their back yards.

But a compromise was reached, and the city agreed to shift the road eastward to create a buffer zone between those on the west side and the new thoroughfare. But by shifting the road to make room for the buffer, the road inched closer and closer to homes on the east side of the street.

Before approving two concept plans for the road Tuesday, the Vacaville City Council pledged to look out for the interests of those on the east side, just as the city pledged to look out for the interests of those on the west side.

The plans are fluid, according to city officials, and could be changed or killed long before construction is slated to begin in Vacaville in six to 10 years.

Still, at least three families on the east side, some who have been in

■ See Jepson, Back Page

From Page One

Jepson Parkway plan unites Vaca neighbors ...

■ Continued from Page 1A

their homes for 40 or more years, are stuck in limbo pending construction of Jepson Parkway. They can't sell their land because of the looming plans, and the city can't pay them for their troubles until more detailed plans are created and construction draws closer.

An attorney for the Evanikoff family told the council Tuesday that he wants to sit down with city officials and hash out some fair compensation plans for the family, a process that to date has not occurred, he said.

Mayor David Fleming said the city

cannot yet purchase the lands east of the road because the city would not be reimbursed with federal money for the acquisitions due to the fact the Jepson Parkway project is still years away from completion.

John Burnett, another resident of the east side of the road, said the city must take into account more than just parts of property affected by the plans.

"It's a given in real estate that if a portion of land is damaged, the rest of the land is affected," Burnett said.

City Attorney Charles Lamoree said the city has an obligation to take that

into account.

But residents on the west side of the road, who last year decried the plans for a six-lane roadway and forced the city to plan for a four-lane road, urged the city to adopt the concept plans.

Those residents initiated a blueprint for construction that the city adopted and agreed to implement. The blueprint included the buffer zone to mitigate noise and safety troubles, as well as future resident input into the project.

The blueprint also said that the needs of residents on the east side of the road must be taken into account, or

else those on the west would revoke support of the roadway.

The city needs Leisure Town Road to be a part of the Jepson Parkway plan in order to secure funding for major projects like bridge widenings. The city promised Kaiser Permanente that the Leisure Town Road interchange at Interstate 80 would be widened if the medical giant came to Vacaville.

Through the Jepson Parkway plans, the city obtained the money for that project.

Councilwoman Rischa Slade, who serves on the Solano Transportation

Authority, which is overseeing the project, delighted in the compromises made to date.

"The residents who totally hated this plan have come to the table," she said. Those negotiations will continue to make sure everyone is satisfied with the plans, she added.

Fleming said the plans have bolstered the city's responsibility regarding future road construction, by raising the bar on what must be done to meet the demands of local residents.

"This standard is an entirely new standard," he said.

Transit wish list sent to Davis

By Mark Simborg
DAILY REPUBLIC

3/31/00

FAIRFIELD — It's rail time. Bay Area transportation planners this week sent in their bid for a piece of the up to \$10.5 billion transit package the governor is expected to announce by April 11. One theme is apparent: They want more trains.

The wish-list the Metropolitan Transportation Commission approved on Wednesday includes about \$187 million to more than double the Capitol Corridor trips in the Bay Area.

The commission would divide the rest between closing all car-pool lane gaps, extending San Francisco's Muni rail service, setting up a BART connection to the Oakland airport, completing a light rail network in Santa Clara County, extending BART from Fremont to Warm Springs and bolstering Caltrain service.

All told, the MTC is asking for more than \$1.8 billion toward what it is anticipates will be a \$33 billion transportation shortfall during the next few decades.

Locally, there would be money to widen Highway 12 through Jameson Canyon, add more Capitol Corridor trips and improve the Green Valley Road on-ramp to Interstate 80.

"If (Gov. Gray Davis) is going to get really specific about projects, we're hoping to influence him as he selects either priorities or allocates money to specific regions," said Jim Sperring, Suisun City mayor and a board member of both the Solano Transportation Authority and the MTC.

More than a year ago, Sperring conceived a visionary transportation plan for the nine-county Bay Area.

List From Page One

Dubbed the Bay Area "blueprint" for transportation, that plan became the basis of the MTC's wish list.

"The blueprint isn't finished yet," Sperring said. "It's an ongoing process for us."

The MTC's request has \$33 million in it for specific Solano County projects — widening and straightening Highway 12 through Jameson Canyon, and building a more direct Green Valley Road intersection with I-80.

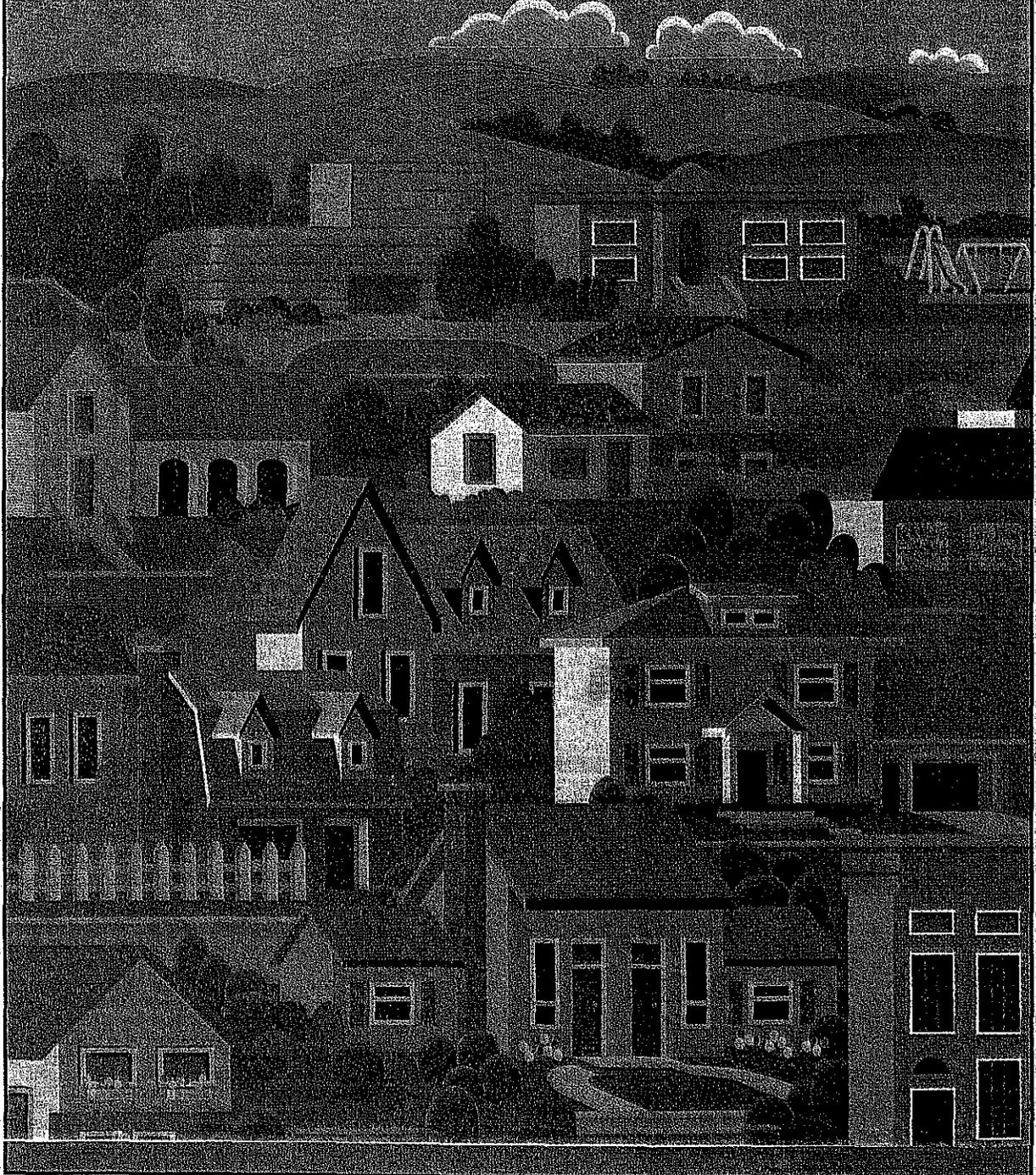
Ultimately, planners are seeking funding to completely rebuild the I-80/Interstate 680 interchange so it incorporates Highway 12.

They are banking on the passage of a constitutional amendment — SCA Three — that would allow sales taxes for road and rail work to pass with a simple majority instead of a two-thirds vote.

There's plenty of money available even without SCA Three, but it remains to be seen if Davis is willing to spend it on transportation, county Supervisor Duane Kromm said.

"The governor is, in essence, a Southern California boy," Kromm said. "So how much does he care about Northern California? Well, we'll see."

GROWING PAINS



Rep 3/14/00

Spanning the Strait



This computer-generated drawing shows how the new western span fits.



Tod Rasmussen/The Reporter

Residents of Crockett look over a model of the new Carquinez Bridge during a public groundbreaking ceremony held Friday morning.

New bridge will link Vallejo to Crockett

By John Scheibe/Staff Writer

One of the biggest transportation projects to come to Solano County in years got its official start Friday morning during a ceremony for the construction of the western half of the Carquinez Bridge.

"I want to extend my congratulations to everybody involved in this project," said Rep. George Miller, D-Solano, as he was silhouetted by the steel-truss Carquinez Bridge.

The \$340 million project involves replacing the nar-

row western half of the bridge, which was built in 1927.

Caltrans officials hope to have a new suspension bridge in place by the end of 2002, said Susan Chang, manager of the Carquinez project for Caltrans. Designers say a suspension bridge not only is more beautiful than a steel-truss bridge, but it is technologically superior, including being better able to withstand earthquakes.

Chang was praised during Friday's ceremony, which was held in the small town of Crockett, across the Carquinez Strait from Vallejo, for getting the coop-

■ See **Bridge**, Back Page.

The \$340 million project will replace the narrow western half built in 1927.

CLC

Bridge ...

Continued from Page 1A
eration of Crockett residents for the three-year project.

"She truly has done a remarkable job," said Contra Costa County Supervisor Gayle Uilkema.

Sacrifices made by Crockett residents not only include putting up with all of the noise and activity of such a project, but the loss of 20 homes, Chang said.

The homes will be demolished to make way for the new bridge, which will be built just to the west of the existing bridge.

Chang said once the new bridge is completed, Caltrans officials will tackle another big project — taking apart the old bridge, which links Solano County to Contra Costa County and the rest of the Bay Area.

Caltrans officials have yet to decide what to do with the tons of steel from the old bridge. One big concern is that lead-based paint once was used on the silver bridge.

Once the paint is removed and properly disposed of, the steel will be recycled, said one Caltrans official. The old bridge might not be completely dismantled until 2005 or 2006, officials say.

Meanwhile, Caltrans workers are busy strengthening the wider eastern half of the Carquinez Bridge, making it better able to withstand earthquakes.

While both the eastern and



Tod Rasmussen/The Reporter

Jim Robert (left), Denis Mulligan (center) and Steve Hemingen look at the Carquinez Bridge.

western spans of the bridge were deemed to need seismic retrofitting, Chang said there are enough funds available to replace only the western half of the bridge. Still, she said, the eastern half of the bridge likely will be replaced when funding becomes available.

That new western bridge will have four lanes instead of three. And it will have a pedestrian/bicycle lane, Chang said.

The old western half of the Carquinez Bridge was completed only hours after Charles Lindbergh completed his solo flight across the Atlantic on May 21, 1927. The state of California bought the bridge in 1940.

State officials decided to build a parallel bridge in 1955 because of an increase in traffic. That bridge was made of steel, which was three times stronger than what was used in the 1927 bridge. It was completed in 1958.

The Carquinez project is only one of seven bridge projects expected to get under way across California this year and next.

The other projects include building a new western addition to the San Francisco-Oakland Bay Bridge and widening the San Mateo-Hayward Bridge. Caltrans officials also will double the size of the Benicia-Mar

tinez Bridge, a project that is expected to cost \$385 million. That project should get under way within a year, said Daryl Halls, executive director of the Solano Transportation Authority.

Bridge tolls throughout the Bay Area doubled to \$2 in 1998 to pay for these bridge projects. The higher tolls are expected to bring in \$875 million during the eight- to 10-year life of the law, which authorized them.

A total of more than \$2.5 billion will be used for seismic improvements to California bridges, including five in Northern California and two in the south.

Local communities are gearing up for projected population influx

By Amy Gingerich
Staff Writer

Reporter
(3.11.00)

If you think Solano County is already full of people, wait until you see what the next 20 years is projected to bring.

The county is predicted to be the fastest growing in the region with a population increase of 146,100 countywide, or 36 percent, according to a report issued by the Association of Bay Area Governments.

In thinking about the residents, most of whom will live in Vacaville, Fairfield and Vallejo, it's easiest to think about all the new jobs and industries.

The cities of Vacaville, Fairfield and Vallejo will absorb the majority of the people but no one yet knows where to put them.

"All of the cities are looking at the ABAG report," said Mary McCarthy, president of SED Corp. "Many of them are saying, 'whoa, can we do this?'"

ABAG is known for its projections reports, which are usually on target. A similar report several years ago spurred Rio Vista planners to think about how the city can retain its small-town feel while adding an additional 6,630 new residents by 2020, more than doubling the city's current population. Rio Vista has started planning where the central shopping districts need to be and will be revitalizing its downtown to keep the city's center at

the focus of growth.

Fairfield is projected to garner the most new residents with 14,800 new households compared to Vacaville with 11,050.

McCarthy can't ignore the fact that growth is coming and said there's no way to fully stop it, although it can be managed or slowed. The California Trade and Commerce Association helps companies find land to build on and gives leads to SED Corp. McCarthy said the association sends all businesses looking for more than 20 acres in the greater Bay Area to Solano County, the only county that still has the space available. The county still has more than

"You can't have high density and growing up without traffic congestion."

Mary McCarthy, SED Corp. president

6,000 vacant acres zoned for industrial uses.

While cities seem to happily accept businesses, the issues surrounding growth relate to housing. Many don't want city boundaries pushed farther into the county. So the question remains: Where will the new residents live?

"I think the solutions are going to be widespread," McCarthy said. Certainly one option is to build upward, creating more population density. That, too, can have its problems.

"You can't have high density and growing up without traffic congestion," McCarthy said.

High-density projects like condominiums and townhouses have been very successful, said Mary Donahoe Kaduk, president of the Northern Solano County Association of Realtors.

"When it comes to multi-family units, we run into NIMBYism (not in my backyard)," Kaduk said. "That's short-sided because many of the complexes have maintained good management."

At this point, members of the Northern Solano County Association of Realtors continue to see many houses snatched off the market almost immediately because of the lack of available inventory.

"If we don't allow more building to take place, I think our prices are going to be driven up artificially," Kaduk said.

She suggests that each city's general plans may need some revisions to keep housing prices

from skyrocketing artificially. The association has been looking at affordable housing, specifically as it relates to the military, but Kaduk acknowledges that as soon as affordable housing projects come online, they'll be snatched up by the backlog of people wanting to live here.

While Kaduk thinks building can be the answer to many of the problems, she said cities do need to watch the pace.

"When building becomes fast and furious, problems arise, things aren't done correctly because corners are cut," Kaduk said.

Lee

3.17.00

Getting to the table

Collecting growth rivals is an immense task

Speaking at an annual St. Patrick's Day dinner in Vacaville this week, Suisun City Mayor Jim Sperring had a forum to speak on one of his favorite topics — growth. Governing a city that has effectively built out to its limits, his viewpoint is uncommon among local mayors.

It also is unusual because he sits on the Metropolitan Transportation Commission that oversees the entire Bay Area, and he is a member of the Solano Transit Authority and the Solano County Local Agency Formation Commission, which dictates if and when cities can grow.

His message was reasonable and meaningful. We must come together to reach consensus on how Solano County will grow in the 21st century, and this plan needs all sides — growth advocates and no-growth disciplinarians — at the same table to create it.

Easier said than done, of course, no matter how enlightened and coherent it may be.

Mayor Sperring told Vacaville's Business and Political Action Committee dinner guests that there already exists a solid consensus on what we want our communities to look like and how we want them to operate. We want open space, recreational amenities, congestion-free roads, clean air and plenty of homes and jobs for our residents. The devil, certainly, is in the details on how to get there.

Developing a countywide growth strategy, as he suggested, does not require

cities surrendering their local control. A strategy does not need to comprise zoning regulations, housing quotas or mandated land uses that are prescribed by some type of regional government.

“Getting politicians, developers and anti-growth crusaders to the table is not going to be easy.”

A strategy is saying cities realize that if they add 1,000 new homes that they will add 1,000 new cars at the Interstate 80 interchange at Interstate 680, and they will do something to mitigate the impact on its neighboring city. It means being less

competitive and more cooperative when it comes to job creation and luring new employers to the region.

All of which sounds really good. But getting politicians, developers and anti-growth crusaders to the table is not going to be easy. For instance, the county's Orderly Growth Committee decided it would not participate in the discussion with Mayor Sperring this week, fearing the issue would be confrontational.

As long as we accentuate how we differ on growth, there will be no “smart growth.” We will continue to fragment the growth planning process. We will not plan houses with the region's transit system in mind. We will not incorporate recreation and open space in transit planning. We will not consider the county's environment as a whole when deciding where homes grow and where industry goes.

And Mayor Sperring will continue to plead his case without success.

TH 3-10-00

Ferry goes to Pac Bell Park...almost

By **RICHARD FREEDMAN**
Times-Herald staff writer.

While Baylink may not have hit a homer with San Francisco Giant fans, it did draw a walk when it comes to transporting baseball buffs to the new Pac Bell Park. A mile walk, to be exact.

Baylink will take fans from Vallejo to the San Francisco Ferry Building, with about a mile left to get to the glistening new home of the Giants.

(See **FERRY**, A2)

Ferry

(From A1)

"People can walk or take the MUNI light rail" the rest of the way, said Theresa Feliciano, Baylink's marketing manager. "Once the season gets underway, they're going to find walking as the easiest means to get in and out of that area. I think everyone can expect it to be extremely congested."

Feliciano said she's received "a lot of inquiries" from baseball fans.

Pac Bell park, built in San Francisco's China Basin, will have docks to allow ferries to drop passengers off just outside the ball park.

"They're disappointed we're not going to the ball park. They are relieved they can take the ferry here to the San Francisco Ferry Building. Their goal is just not to drive. There are options."

Taking a romantic trip from the Vallejo ferry to Pac Bell and back "is a vision everybody is holding," Feliciano said. "It's just that we're not able to expand our service, given our capacity situation."

Feliciano said the 300-seat ferries are already maxed out, particularly around the time the average day ballgame ends.

Vallejo serves 2,000 riders a day, Feliciano said, with ridership up 28 percent over last year. The gas price hike has accelerated capacity, she added.

"In wintertime, the ridership is much lower. But when the Giants play is when our business goes up," she said.

Leaders of several transit agencies convene in San Francisco with Giant officials Tuesday for a press conference, Feliciano said.

"There are 14 weekday afternoon games we are looking at, knowing that there will be additional riders on those days" back to Vallejo, Feliciano said.

"Figuring out when the game get over is tricky. A pattern will be emerging. It's something every one will watch closely in April. It's going to be a learning experience."

There will likely be additional commuter buses on game days taking riders from the San Francisco Ferry Building to the Vallejo ferry terminal, said Feliciano.

"And when the Giants play night games, we'll put two buses on during those evenings. We really need to watch and see how many people take advantage of that. It's a very expensive commitment to have an additional crew."

BART will take riders to the Embarcadero station where MUNI will transport baseball fans to Pac Bell Park, said BART spokesperson Ron Rodriguez.

Or fans can go from the BART station to the park by foot.

"On a good day, it's not a bad walk," Rodriguez said.

With a station right at the Oakland Coliseum, A's fans have had it easy for years, Rodriguez said.

"We've gone to the Coliseum for so many years, there's a computer program written we just call up" to give BART an idea how many cars to operate on any given baseball day.

"We'll have to get a feel for the Giants," said Rodriguez, adding that some planning is involved. "It's not just that 'there's a ball game today.' It depends who the team is playing, who's pitching, if somebody is going for the home run record. Things like that."

Motorists striking back

More commuters take to BART, ferry as gas costs zoom

□ Looking for the bargains/A2

By **RICHARD FREEDMAN**

Times-Herald staff writer

□ 3/20/00

Thanks to gas prices soaring faster than Apollo 13, motorists have been brought back to earth. Or, more accurately, water.

"Higher gas prices have translated into ferry riders, definitely," said Theresa Feliciano, marketing manager for Baylink Ferries.

As a gallon of gas flirts with \$2 for regular unleaded, Feliciano said many are abandoning their cars for the peaceful journey to San Francisco by ferry. Ridership in February was up 28 percent over the same month last year.

"Given the amount of rainy days we had in February, we feel pretty confident the majority of the new riders we have are coming to us as a result of paying higher prices at the pump," Feliciano said. "They're looking for alternate means of transportation."

BART has also seen a jump. But gas prices

are only one piece of the puzzle, said spokesperson Ron Rodriguez.

"Ridership has gone through the roof, but there are too many variables. Gas prices is one of them," said Rodriguez. "Our climb in ridership goes back more than a year and pre-dates the current spike in gas prices."

BART set a one-day record last Thursday with 335,974 riders and averages just over 300,000 a day for the last 12 months, Rodriguez said.

(See **GAS**, A2)

Gas

(From A1)

"We're well beyond our projections," he said. "We set a new record every week."

Rodriguez said the economy has an impact on BART ridership more than gas prices.

"There are more people with jobs," he said, adding that many motorists are discouraged by freeway traffic jams and decide to jump on BART.

"How many more people can we handle? It beats me," Rodriguez said. "When we were doing 235,000 a day, they said it was capacity. Then we hit 275,000. Then 300,000. What's our capacity? I don't know. We keep taking them."

What Rodriguez has seen are more 10-car trains, which is the maximum BART can handle because of the length of the station platforms.

More pivotal than gas prices is gas availability, he said.

"During the oil crisis of the 1970s, people who were here tell me that they found the price of gas didn't cause people to shift to BART. It's the availability of gas. When people had to wait in line or could only buy five gallons, they would switch. It will be interesting to see what happens."

Another 300-seat ferry could ease the ferry capacity problem locally, but that could be some

Transportation Commission grant to Vallejo.

"That would be a big step toward our goal to buy another ferry," Feliciano said, adding that if money was no object, another two catamarans would be ideal.

"Of course, that would involve operating dollars that we don't have," she said.

While commuters appear willing to forgo their vehicles for BART and the ferry system, minimal interest has been seen at RIDES for Bay Area Commuters, which offers preferential parking at BART stations for those subscribing to its carpool program.

"We haven't noticed any significant increase to get vanpool or carpool information," said spokesperson Julia Maglione. "We had a few people call asking for information, mentioning higher gas prices. But we haven't seen any huge increase in call volume."

The permit, used by those with at least two people in the vehicle, allows preferential parking at BART stations.

DR 3-22-00

Benicia seeks higher profile with county transit planners

Increases in frequency
of service envisioned
for Benicia Transit

By Nathan Salant
ASSISTANT EDITOR

Benicia's isolation from the county's public transportation systems will continue for the immediate future but plans to include the city in future expansions will likely to be discussed tomorrow at a meeting of the Solano Transportation Authority's Subcommittee on Transit.

Benicia's representative on the STA, Councilmember Pierre Bidou, said yesterday that raising the city's visibility and eligibility for transit planning funds will be his top priority at this week's meet-

ing. "We're going to try and line all the ducks up in line for some of the money but there's nothing on the near horizon," Bidou said. "We're at the low end of the county and we're isolated. The closest thing for us right now is the rail station within the city limits that looks like it might move ahead."

The Subcommittee on Transit is scheduled to meet March 23 from 9 a.m. to 11 a.m. at STA headquarters at 333 Sunset Ave. in Suisun City.

Items on tomorrow's agenda of interest to Benicians include the proposed rail station, an update of the county's Intercity Transit Plan and proposed expansion of service on the Vallejo Ferry.

Current intercity routes link Vallejo with Fairfield and Sacramento and link Vacaville and Fair-

field with the Pleasant Hill BART Station, and plans are underway for a rail link between Vallejo and Napa. Buses from north county pass through Benicia Industrial Park along Interstate 680 but do not stop.

And Benicia, which operates its own bus service, Benicia Transit, between Vallejo and Pleasant Hill, has not been included in any current plans to upgrade countywide bus service.

"There's nothing imminent," acknowledged STA's Dan Christians. "We have a long-range study that looked at the possibility of light rail on the Benicia Bridge... but we're not proposing any new definite project plan."

STA board members recently asked the Metropolitan Transportation Commission, the powerful

See Transit, Page A3

Transit

from page A1

Oakland-based regional agency that allocates hundreds of millions of dollars in subsidies to Bay Area transit agencies,

requesting money to study a Benicia rail station, Bidou said. The California Department of Transportation (Caltrans) decided in January not to pay for the study.

Such a station would link Benicia to the popular Capitol Corridor commuter train line that

currently passes through Benicia Industrial Park but does not stop northbound until Suisun City and southbound until Martinez. Suisun City is the only Solano County stop for Capitol Corridor trains, which operate seven daily round-trips between San Jose and Sacramento.

"What we need to do is get in line for grant money for the actual study and our thought is that sites could be at the bridge-head or at Lake Herman Road," Bidou said. "We'll be bringing something to council in April in regards to a location."

The most visible public transportation improvement for the city in the immediate future should be the addition of two new buses to Benicia Transit's hourly schedule, expected to arrive next month. Bidou said the new buses would give Benicia Transit the flexibility to expand the frequency of service, now at one bus an hour in each direction.

"We're receiving two new buses and we're looking to extend our bus service, too," Bidou said. "We're looking to

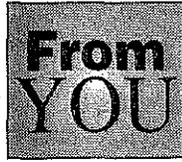
try to reach out a little bit with our service and have more frequency than what we have now. If we have the ridership, I can see that coming down to every half-hour."

Christians said the committee

would hear an update from Vallejo Ferry on efforts to acquire a new boat to increase the frequency of its service to San Francisco. An estimated 15 percent of Vallejo Ferry passengers come from Benicia.

DR 3-22-00
Transit answers

In response to a letter on March 7, "Transit Troubles," the city has a high level of confidence in our contractor, Vallejo Citizens Transit Company, and its management of



Vallejo Transit bus system. Many of the issues raised in the letter are reflective of the times, and are not unique to the Vallejo Transit bus system alone. Similar problems are faced by small and medium-sized bus systems on a state-wide basis, because demand for bus service has simply outpaced transportation resources on the local level.

Also, the level of pay of a bus driver is not always the measure of a well-run system, and the local chapter of the ATU union has negotiated a good wage and benefit package for its members. It is true that the turnover for bus drivers has increased, but this is due more to the economy which has expanded career opportunities in the job market. And, bus drivers do retire. New bus drivers will take time to get used to the Vallejo Transit system; it is now far more complicated than in the past. The Vallejo Transit bus drivers do an exceptional job everyday handling challenging circumstances, and do their best to deliver a high level of bus service to their passengers.

There is always room for improvement, and Vallejo Transit strives for a very high service standard. More

resources are needed for more buses, newer buses, and higher level of bus services, including Sunday service and late night service. Facility improvements at all the park and ride facilities and transfer stations to increase capacity and safety for the riders are also needed. The city is working with the Solano Transportation Authority and MTC to find additional funds to accomplish these goals.

Many counties, but not Solano, have special tax revenues dedicated to transportation for both transit and local street and road repairs. In the next few months such a measure could appear on the ballot in Solano County. If so, Vallejo will work to assure that a significant amount of the revenue will be dedicated to improve transit services on a local and countywide basis.

Pam Belchamber

Transportation Superintendent
Vallejo

Officials to study Napa-to-Solano passenger rail line

By Mark Simborg 3/22/00
DAILY REPUBLIC

FAIRFIELD — As early as next year, planning could begin for a passenger train that would run from Napa to Suisun City and the Vallejo ferry terminal.

On Thursday, Napa County transportation officials will present plans to study the idea to a Solano Transportation Authority subcommittee.

Officials are hoping to secure state funding for the \$150,000 to \$200,000 study over the next few months. The study would take a year to complete.

About 25 percent of Vallejo's ferry riders are from Napa. Officials with the Napa County Transportation Planning Agency said that, as part of a study to start a train service to Calistoga, the agency's board asked them to look into the Vallejo and Suisun City links.

"We're looking at it not only for commuters but also looking to see if there's potential for some kind of unique, tourist-related rail," said Mike Zdon, NCTPA executive director.

The line would run on the California Northern tracks currently used by Amtrak's Capitol Corridor. The tracks branch off at American Canyon, with one part going to Suisun City and the other to the ferry terminal.

With Fairfield's residential

The line would run on the California Northern tracks currently used by Amtrak's Capitol Corridor.

development and Napa's industrial and business development, the line could become a major commuter service over the next 20 years, Zdon said.

Although Suisun City officials weren't so optimistic.

"I really don't see the ridership coming to Suisun City," STA board member and Suisun City Mayor Jim Spering said.

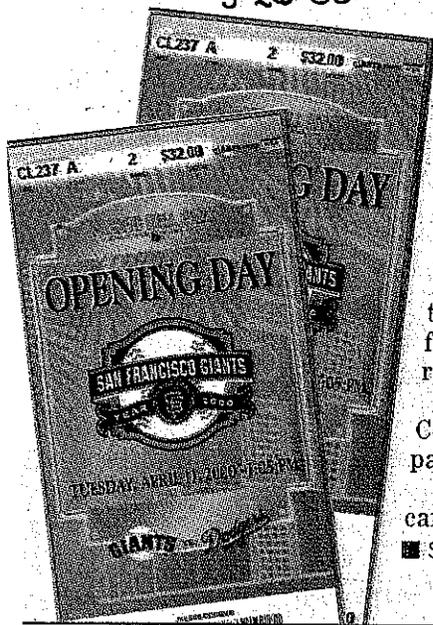
While the rail line may be a good idea for Vallejo, Spering added, it's hard to beat the cost-effectiveness of an upscale commuter bus system.

Vallejo Transportation Director Pam Belchamber said the service would be good for Napa and Vallejo.

"There does seem to be a lot of folks going up to the wine country to visit and this would be an alternative to using an automobile," she said.

The STA subcommittee on transit will hear the idea from 9 a.m. to 11 a.m. Thursday at the STA Board Conference Room, 333 Sunset Ave., in Suisun City.

3-16-00



Ballpark by BART, bus, ferry or car?

By John Scheibe/Staff Writer

Take me out to the ball game ... only make sure I use public transit.

San Francisco Giants officials are doing everything they can to spread the word that getting to and from the team's Pacific Bell Park need not be a hair-raising, nightmarish experience.

The thousands of Giants fans living in Solano County have a number of options to get to the ballpark.

Those wanting to leave their freeway commuting cares behind, for example, might be well-advised to

■ See **BART**, Back Page

BART, bus, ferry or car ...

■ Continued from Page 1A

drive to the North Concord BART station and take BART to downtown San Francisco. The station offers plenty of free parking.

To get to the North Concord station, simply take Interstate 80 west to Interstate 680. The drive south along I-680 for 17 miles, before taking Highway 4 east for two miles toward Pittsburg and Antioch. Take the Port Chicago Highway exit and drive south for about half a mile. The North Concord BART station is on the left at 3700 Port Chicago Highway. Once there, a round-trip ticket to the Montgomery Street station in downtown San Francisco can be purchased for \$8. It takes about 40 minutes to get to the Montgomery Street station. Once there, walk southeast along Market Street then take a right on Third Street. The Pacific Bell Park is down about half a mile on the corner of Third and King streets.

For those who want to get there faster, a bicycle could be in order. Bicycles are allowed on BART, and Pac Bell Park designers have built a large bicycle parking lot that is right next to the stadium, closer even than the automobile parking lot.

"The lot offers facilities, so you can lock your bicycle there," said Larry Baer, the San Francisco Giants' executive vice president, during a press conference in San Francisco last week aimed at encouraging Giants' fans to take public transit to the park.

Muni, San Francisco's public bus sys-

tem, also will pick up BART riders at the various city BART station and shuttle them to the park.

Solanoans taking BART from the North Concord station will face only one additional cost, and that is the \$2 toll when they cross the Benicia-Martinez Bridge back into Solano County.

Solanoans wanting to leave their driving cares behind while in the Bay Area also have another option, and that is the Vallejo Ferry.

The Vallejo Ferry Terminal is located at 495 Mare Island Way. To get there from I-80, take the Route 780/680 exit and head west. Follow the signs for Vallejo and the ferry. The city of Vallejo offers free parking directly across from the ferry docking area. A round-trip ferry ride to San Francisco from Vallejo costs \$11. For \$1 more, Giants fans can hop aboard Bus 92 at the Davis Park and Ride center in Vacaville. The bus will drop passengers off at the Vallejo terminal.

The ferry will drop passengers off at Embarcadero and Market Street. To get to the park from the ferry terminal, just walk south along the Embarcadero for one and a half miles. And just like BART, fans also can opt to take along their bicycle on the ferry should they want to ride from the ferry terminal to the ball park. The advantage of taking the ferry is not being faced with any bridge tolls.

Those who insist on taking their cars can get to the park by taking I-80 to San Francisco. Once in San Francisco, take the Harrison Street exit and go left toward

the Embarcadero. Turn left onto Harrison Street and then take a left on Fifth Street. Drive about half a mile, and then take a right on to King Street. Then turn left on Third Street, for a total drive from Vacaville of about 56 miles.

There are more than 5,000 parking spaces at the park's parking lots. Parking costs \$15. The lots are located south of the China Basin Channel, across the Lefty O'Doul Bridge from the ballpark. Fans coming from Solano are encouraged to use the Fifth Street exit from I-80.

Fans driving from Solano likely will not face only a lot of traffic but a number of bridge tolls. Those tolls include \$2 to cross the Bay Bridge and then another \$2 when crossing the Carquinez Bridge back into Solano County.

While some of these options may be more convenient and cheaper for those traveling alone, those traveling as a family of four might find other options more attractive. For example, taking a car might be a better and cheaper option if you are traveling as a family, since fans only will have to pay for the cost of gasoline, parking at the Pacific Bell Park and bridge tolls, all of which could total about \$29. Buying four round-trip tickets from the North Concord BART station, on the other hand, would cost \$32 for four people. Add in the \$2 Benicia-Martinez Bridge toll, and the total climbs to \$34. And this does not include the cost of gasoline of getting to and from the North Concord station.

PAGE 31



richard
freedman

Dan derailed in D.C.

Vallejo Councilman **Dan Donahue** quickly found out he wasn't in Kansas — actually, Vallejo — anymore when he paid Washington, D.C., a recent visit hoping to snag \$5 million toward a new ferry boat.

Apparently, Donahue took the Metro rail system and missed a turn.

"I got lost in not the most desirable area of town," Donahue said.

With mild confidence — it was either from watching a "Karate Kid" Film Festival or his experience as a long-distance runner — Donahue safely walked four miles back to his motel. Sure, there was one guy who tried to pawn off Washington Wizard basketball tickets, but Donahue refused cave in under the pressure.

Yes, Double-D could have phoned in his request, but there's nothing like the intimidation of a 5-foot-7 council member from Vallejo that brings Congress to its knees.

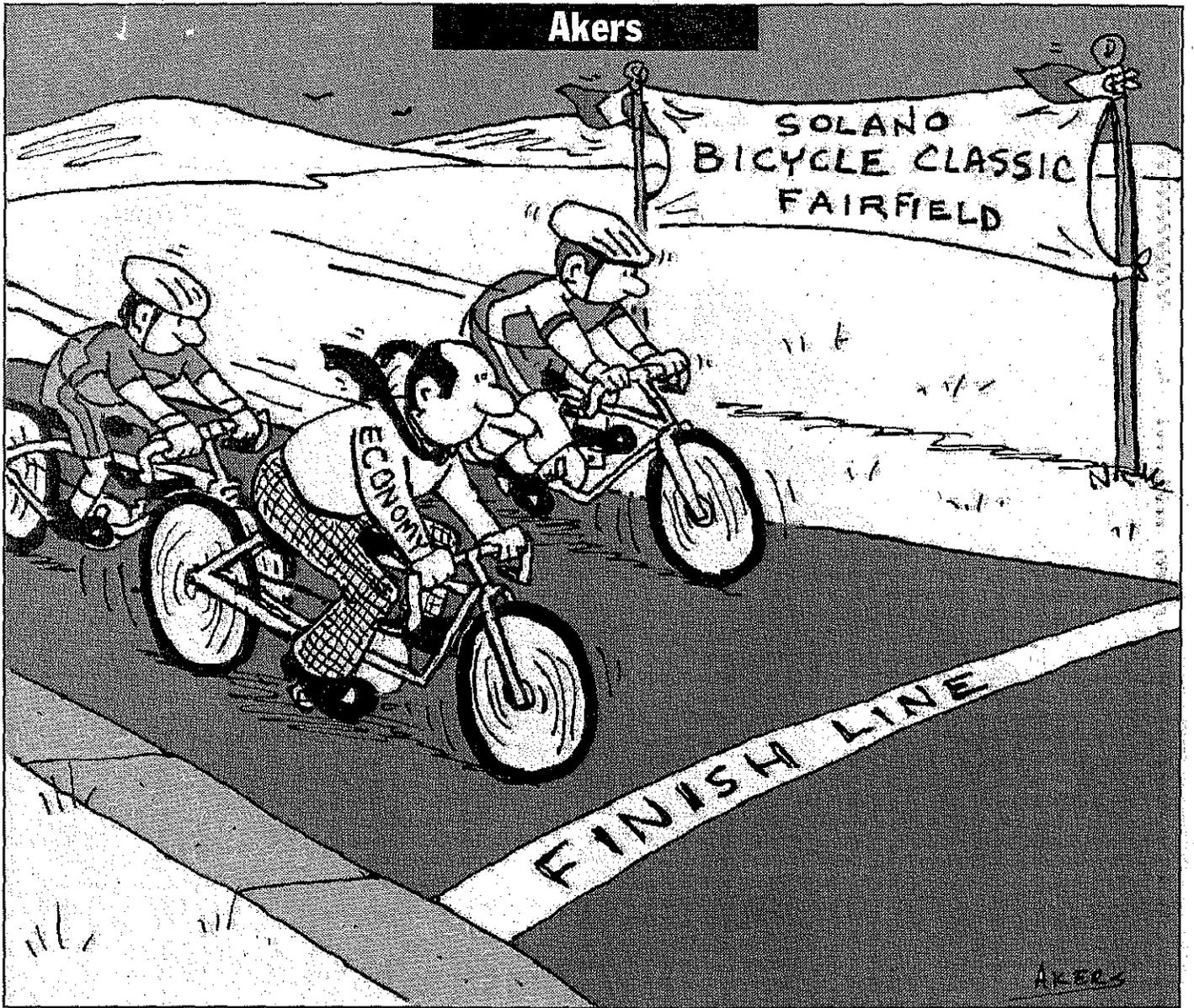
"It really helps to physically go see these elected officials," Donahue said in a press release. "When you walk into their office it shows them you really mean business."

Somewhere, Mr. Miagi is smiling. Remember, wax on, wax off.

□

A GIANT HEADACHE... Speaking of transportation, the challenge of getting to Pac Bell Park faces all Giants fans soon. But if you want to see the team and avoid the insanity, catch 'em against the A's in Oakland Friday, 6:05 p.m., June 2. VOENA, the a cappella group of Benicia and Vallejo kids, sings the National Anthem and is using the game as a fund-raiser. So buy tickets through VOENA director **Annabelle Cruz** at 553-1263.

Akers



Higher cost, same ferry woes?

By DOROTHY VRIEND

Times-Herald staff writer 3/28/00

The price of a ferry ride from Vallejo to San Francisco is going up in April, but the price hike didn't take into account the rising cost of fuel.

Now money earmarked for transportation improvements when the fare hikes were approved in 1998 will be used just to keep the ferry service running, said Vallejo transportation manager Pam Belchamber.

"The little extra we were anticipating because of fuel," Belchamber said. The city has budgeted for fuel at about 80 cents per

'It's still a pleasant ride and it's still worth it. If I drove into the city the cost of parking would be outrageous.'

— Commuter Derrick Miller



Times-Herald/Mike Jory

COMMUTERS LEAVE a Vallejo ferry on Monday.

gallon, but costs are now rising upwards from \$1 per gallon, Belchamber said. The city pays for 5,000 gal-

lons of diesel fuel daily to keep the ferries running. An extra 20 cents translates into an extra \$1,000 per day.

Monday, 30 or 40 of the people waiting for the 8 a.m. ferry had to turn around and get refunds before finding another way to get to work. The 6 p.m. ferry also left folks behind and the 6:30 a.m. ferry left 15 minutes early, filled to capacity.

If action isn't taken soon, there will be a revolt, said one rider who identified herself only as Vickie.

Belchamber said the action that the city needs — a third ferry — is dependent on finding millions of dollars in funds. It isn't as easy as just adding another ferry run.

(See **FERRY**, A2)

Ferry

(From A1)

The city already has been promised \$5 million from the Metropolitan Transportation Commission. City officials went to Washington earlier this month to lobby for more money to help make up the \$10 million price tag of a new ferry.

"Even if they were to give us the money tomorrow, you can't just buy one of these boats off the shelf. Time is critical," Belchamber said.

She estimated with the funds in hand, it would still take another 18 months to get a ferry built, tested and

shipped to Vallejo.

Regular commuter Derrick Miller said he's not too upset about his monthly fare going up to \$175 from \$160. He says he will pay the price in spite of the fact that he could translate that money into a monthly car payment.

"It's still a pleasant ride and it's still worth it," Miller said. "If I drove into the city the cost of parking would be outrageous."

Miller said the monthly pass also covers his Muni rides when he gets to San Francisco and would cover bus service in Vallejo too, if he used it.

"For the growth this community is experiencing another ferry is a necessity," said Miller who moved

to the Blue Rock Hills in Vallejo last October, in part because of the direct ferry service to his job in San Francisco.

Day passes will go up \$1 to \$12 and a 10-ride ticket will rise \$4 to \$64. Fares will rise again in January.

Baylink Ferries' marketing manager Theresa Feliciano said Miller's attitude over the fare increases is prevalent because of the recent jump in costs at the gas pumps.

"In general we usually have grumblings when there is a fare increase. This time people are comparing the cost of driving to the cost of riding the ferry. What was a deal before is now a steal," Feliciano said.

Ferry ridership went up 28 per-

cent last month, a month in which the graphs are usually flat. Feliciano called the increase phenomenal.

While efforts to find the money for a third ferry are underway, the city is taking stock of its buses in an effort to find a way to get the overflow ferry riders to San Francisco.

"We are at a big disadvantage. We have no additional buses during the peak (commute hours.) We will try to squeeze out one or two buses, but it will be robbing Peter to pay Paul," Belchamber said. "We certainly didn't anticipate the crunch coming quite so soon."

For more information on schedules or fare increases call 1-800-643-3779, or visit the website at www.baylinkferry.com.

High-speed rail plan passes first legislative test

SACRAMENTO (AP) — Legislation keeping alive the possibility of a 700-mile-long California high-speed rail system has passed its first test, but there may be bigger hurdles down the line.

A proposal to indefinitely extend the life of the board planning the system, the California High-Speed Rail Authority, won approval from the Assembly Transportation Committee 10-2 Monday.

The nine-member board is scheduled to go out of existence in mid-2001.

The measure by Assemblyman Dean Florez, D-Shafter, also would require the board to oversee the environmental impact studies that would be needed before the system could be built.

But getting the money to pay for those studies may be the hard part. Florez hopes Gov. Gray Davis will include funding for at least the first year of those studies, about \$10 million, when he gives the Legislature his revised state budget proposals in May.

Davis hasn't decided whether he will do that, spokeswoman Hilary McLean said last week.

In his State of the State address in January, the Democratic governor called high-speed rail an intriguing idea, but said he was focusing on

short-term projects to relieve commuter congestion.

The authority's board has adopted a tentative plan that recommends construction of a rail system linking Sacramento, San Francisco, Los Angeles and San Diego with trains running at top speeds of more than 200 miles per hour.

The project would take 16 years to complete and cost an estimated \$25 billion to build, not counting inflation.

It would carry travelers between Sacramento and Los Angeles in as little as 2 1/2 hours.

Assemblyman Tom McClintock, R-Northridge, called the authority's plan "ludicrous on its face" and said the state could build another 1,800 miles of freeway lanes for the same price.

But Assemblyman John Longville, D-Rialto, predicted many travelers would prefer high-speed rail over long automobile drives or getting in and out of crowded airports.

"I think there would be tremendous usage for this in the corridor I have to take all the time, and within the Central Valley there would be huge ridership," he said.

At least three committee members who voted for the bill said they were reluctant to commit large amounts of state money for the project.

Nothing for Benicia on MTC's transit wish list

"It's just an uphill battle for us. We're smaller than the other cities in the county."

— Councilmember Pierre Bidou
Benicia's representative to the Solano
County Transportation Authority

By Nathan Salant
ASSISTANT EDITOR

It was, apparently, a harbinger of things not to come.

Not only was Benicia was left off the Bay Area map distributed by Metropolitan Transportation Commission last week but the city's public transit users and would-be public transit users were left out of \$3.2 billion in proposed regional spending priorities.

None of the multi-billion dollar list of projects would directly ben-

efit Benicia, which has lobbied for years for a ferry terminal and increased funding for commuter buses.

The list was taken from the so-called "Bay Area Transportation Blueprint for the 21st Century" and is intended to help influence transit proposals expected next month by Gov. Gray Davis.

"It's just an uphill struggle for us, we're smaller than the other cities in the county," said Councilmember Pierre Bidou, the city's representative on the Solano Transportation Authority. "We need to

stand up and fight for our fair share and we need to let our elected officials know that we want and need our fair share."

Suisun City Mayor James Sperring, a former MTC chairman, said Benicia had been slow to apply for transportation funding and should not be surprised to be left out of the priority list.

"If Benicia needs more profile or needs to be more active, it has to be done at the county level at the STA," Sperring said. "If the City of Benicia could get their act together and say, 'this is the site,' then peo-

ple like me who represent Solano County can start advocating for it."

Sperring said he believes a Capitol Corridor train station would be built in Benicia if the city came forward with concrete plans and feasibility studies because the cost of building a station and having the train stop there is much lower than extending ferry service to the former state capital.

"You can't provide service that isn't used," Sperring said. "You have to go through some analysis. If Benicia had a train station, I think that train station would be

used. It has a great potential. There's money in there for the Capitol Corridor that just makes sense for a modest capital investment of a train station. The service is already there."

Benicia Finance Director Alan Nadritch, who doubles as transportation director, said city staff would be proposing a station location to the City Council on April 18. He said Benicia had been successful in obtaining MTC grants to buy new buses for Benicia Tran-

See Funding, page A12

Funding

from page A1

sit's seven-bus fleet.

"I'm more concerned with immediate goals in terms of modernizing trains and increasing our service," Nadritch said. "We are successful in having the MTC recognize us in providing capital funds to modernize our fleet."

Two new buses should be in revenue service by next month, Nadritch said.

"We'll keep trying and make sure we're part of the equation," Nadritch said.

But the majority of projects on the priority list benefit commuters in the South Bay and Contra Costa County.

The plan does, however, include

increases in spending for highways and bus service in Vallejo and Fairfield. It also more than doubles the frequency of Capitol Corridor rail service that travels through Benicia Industrial Park.

The list also includes \$20 million in additional improvements to the congested Interstate 80-680 interchange in Cordelia.

The MTC has called a special meeting today to discuss the project list. Commissioners are scheduled to meet starting at 10 a.m. at the Joseph P. Bort MetroCenter at 101 Eighth St. in Oakland.

Other projects on the MTC priority list include a \$550 million extension of the Muni Metro subway in San Francisco between the Caltrain station near the new Giants stadium to Chinatown, tripling the frequency of Altamont Commuter Express trains from the

Central Valley to San Jose and money to plan extending BART directly to Oakland International Airport. Other projects on the list include seismic retrofit of the Golden Gate Bridge, improvements to Highway 4 in eastern Contra Costa, extension of the car-pool lane on Interstate 80 from Highway 4 to the Carquinez Bridge and replacement of Doyle Drive in San Francisco.

But even with MTC support, a Benicia train station near I-680 could take years to develop, Nadritch said, because of the complex processes for obtaining land for the facility and getting state and federal funds to build it.

"We're looking at this time to go our council with a recommendation for a site for a train station," he said. "It seems that Fairfield and Vacaville have some open space

issues and we might end up with a depot in Benicia. It's going to become more important for us to push for a station and to supplement our buses, too."

Capitol Corridor trains run between San Jose and Sacramento but the only Solano County stop is in Suisun City. The train also stops in Martinez.

City officials have long advocated the renewal of ferry service as the solution to getting Benicians off the regions overcrowded freeways and to revitalizing the historic downtown.

Benicia was a major ferry terminal from the time of the Gold Rush in the mid-19th Century until the construction of bridges across the Carquinez Strait in the early 20th Century. Train cars of the Transcontinental Railroad stopped at the foot of First Street and were loaded onto ferries and shuffled across the water to resume the overland trip to San Francisco.

Recent efforts to obtain funding

for a new ferry terminal have been repeatedly rebuffed by the Metropolitan Transportation Commission, the powerful regional agency that distributes hundreds of millions of dollars in state and federal subsidies to transit services throughout the nine-county Bay Area.

Returning ferries to downtown would require millions of dollars in dredging and infrastructure costs and could have impacts on the highly successful Vallejo Ferry, which draws 15 percent of its riders from Benicia.

Bidou said regional transit planners had to be reminded to keep Solano County — and Benicia — high on their future priority lists as more and more Bay Area residents move away from overcrowded population centers like San Francisco and Oakland.

"The population is migrating north but we're not getting the help we need to relieve the congestion on our highways. We'd better keep raising our flag and saying, 'hey folks, we're here.' What we need to is start moving forward and get our name on the map."

Hot bay area economy spilling to Solano County

BY LANCE FRAZER

After years of waiting, it seems that Solano County's turn has finally come, believes Chris Petrini, a commercial broker with Grubb & Ellis who has been long active in the market.

"We've been watching for years as Solano was stepped over by companies that ended up in Sacramento and other nearby areas - the E*Trades, the Oracles, and so on," he says. "Now, we're beginning to see movement that is validating the idea that being halfway between Sacramento and San Francisco can pay big dividends."

As prices along I-580 through Livermore to the south continue to escalate, Mr. Petrini says more and more companies have been forced to examine the economics of moving north or east.

"If you factor in the freeway traffic, Pleasanton is the same drive time from San Francisco as it is from Solano," he points out. "Solano has a good number of well-established business parks, and roads and other infrastructure are already in place. Demand is growing."

The 'wave' has yet to crest

The Solano County "wave" actually began several years ago with the arrival of pharmaceutical giants Genentech and Chiron, which have been followed in recent years by companies like Westamerica Bank, Providian, and Guittard Chocolate Factory, all of which have made large prop-

erty commitments in Solano County.

"And we're seeing a lot of good spec development," Mr. Petrini adds. "Garaventa Properties' Fairfield Corporate Commons and CDI's Busch Corporate Center are very successful developments. Green Valley Technical Plaza in Cordelia is under construction by Urban Realty Partners with 216,000sf of spec office/R&D space. And Jelly Belly continues to grow."

Solano County has a number of attributes that companies considering a move to the area will find beneficial, according to Mr. Petrini. In addition to quality property, he cites the county's strong labor pool - and the large percentage of those workers who currently commute out of the county.

"Solano has a good pool of affordable housing, which is key for a company looking to relocate or expand," he says. "The best employees are homeowners. They're committed to the community, and they have a stable relationship with their job, because they have a mortgage to pay off. Solano County has one of the few large pools of affordable housing, coupled with high quality of life, in the north bay."

He also says Solano has a substantial, but relatively unknown, pool of quality executive housing, "which is one of the things companies look for when they consider relocating."

Vacancy drops, rents rise

As more companies look at Solano
(please turn to page 19)

Hot bay area economy spilling . . . (continued from page 18)

County, lease rates are beginning to climb, and vacancy rates are dropping to a countywide average of about 5%, according to Mr. Petrini.

"What you pay depends on what you're looking for and where you look," he says.

"For instance, for warehouse and distribution, it's cheaper the farther north you go. Vacaville is less than Fairfield, which warrants higher prices because of its well-established business parks. Five years ago, you could lease quality space in Vacaville at a low of \$.25/sf gross per month, but now it's sitting at \$.29/sf NNN, which is a swing of about \$.07/sf-.10/sf. Fairfield is now at \$.43/sf NNN, while Benicia is around \$.35/sf-.38/sf NNN. So rates are definitely trending upward.

"As for vacancy rates, it seems like it's always something, some anomaly that pops up to throw the picture off," he says. "One year, it was the Owens-Illinois plant coming available, which has since been absorbed. Another year, it was the Breuner building, which is now Fibrebond. Then there was Arneson Pool, which was absorbed by ABBCO. And now it's the International Home Foods facility, which is still empty. But these things are beginning to smooth out."

Psychological barriers

Solano County still has its Achilles heels, including the Carquinez and Benicia bridges, which present a psychological barrier to many businesses, and the bay area freeways, which present a continuing challenge, according to Mr. Petrini.

"When I-880 went down in the earthquake, there was no way to get from Oakland-San Leandro north," he says. "Now that the freeways are up and running, I had hoped to see companies with headquarters in the bay area begin looking to move their manufacturing facilities to Vacaville, for instance, rather than Tracy. But the problem is that the freeways are still inadequate to meet demand. I think Caltrans came up short."

Over the next few years, Mr. Petrini believes, the county will continue to accelerate its growth.

"However, I still think that many companies, given a choice between the 580 corridor and Solano County, will select 580, if they can get the package they want," he says. "But economics are beginning to be overwhelming, and as prices continue to skyrocket from San Francisco south through Silicon Valley, Solano is going to loom as a more and more obvious choice."

State OKs ^{4/1} transportation authority ^{Times-Herald}

Group will supervise planned ferry network

By **MICHAEL JOE**
Times-Herald staff writer

A state budget subcommittee has approved \$6 million to establish the Bay Area Water Transportation Authority, which will oversee the creation of a network of ferries to cruise San Francisco Bay.

Gov. Gray Davis had asked for \$12 million to launch the authority, an 11-member panel charged with overseeing environmental and engineering reviews for the system and drawing up a regional ferry plan that includes Vallejo.

In October, the governor signed Senate Bill 428, authored by Sen. Don Perata, D-Alameda, and asked for the money to come from the state's public transportation account. But the subcommittee, citing insufficient funds in that account, this week backed allotting the money from the state's general fund instead, legislative aides said.

Another \$6 million will be given pending approval of a detailed work plan by the Legislature. The plan will be reviewed by the Metropolitan Transit Commission.

Mark Capitola, Perata's spokesperson, said it made sense that the budget subcommittee would not endorse giving all \$12 million to the authority without giving legislators a chance to hear more details.

"This is the newest transportation related authority in the Bay Area. Members are still being appointed," Capitola said.

(See **AUTHORITY**, A2)

Authority

(From A1)

Vallejo politicians, who had been concerned that the new authority might strip control of its own system, gave last minute support to the bill last year after it was amended to include a Vallejo representative on the panel — the mayor.

The Bay Area's congested freeways and bridges prompted the idea for a massive network of about 70 ferries, 28 terminals and 20 routes spanning 440 miles. It is estimated to cost as much as \$2 billion.

The Bay Area Council, a business executive-led public policy

group, backs the system. The ferry proposal was first suggested by two business groups. Perata envisioned the system to rival those in Hong Kong, Seattle and Australia.

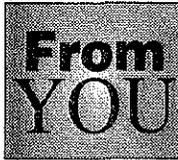
The MTC and legislators fought Perata's bill, which passed 42-26, for a variety of reasons. Some worried it would take away bus transportation funds. Sen. Wes Chesbro, D-Arcata, opposed the bill, though he abstained from voting. He has said the bill was flawed, and worried that it could further fragment the regional transportation systems.

Chesbro was also concerned that Vallejo's one representative in the authority was not enough for the city to protect the city's interests.

VTH 4/11/00

Keep ferry service first-rate

I was very pleased to hear of the increasing popularity of the Vallejo Ferry service and the plan to purchase a third new ferry boat. I think our ferry service is one of the best things in town and the ferry crew members are extremely helpful and friendly.



However, this recent problem of leaving people behind on the 6:30 a.m. and 8 a.m. trips should not be happening. Until the new ferry boat is purchased, we should use the "old" Jetcat, which is now the backup boat, for extra morning and evening trips for commuters and perhaps for extra Pac Bell Park trips for baseball fans.

We must remember that commuters are customers and they have other choices. It is not good customer service to leave people behind because the boat is full and there can't be another run for 60 or 90 minutes.

We actually already have three ferry boats, and we should use the older Jetcat — which is not a decrepit boat — temporarily, for a 6:45 a.m. or a 7 a.m. trip until we can get a new boat. Customers will be reluctant to get out of their cars and purchase monthly passes unless they are sure they will be able to get on the boat to get to work.

Let's keep our ferry service first-rate.

Mariateresa V. Canosa
Vallejo

East Bay I-80 Carpool Lane Choking on Its Own Success

Approach to Bay Bridge jams at rush hour, too

By Janine DeFao
CHRONICLE STAFF WRITER

COMMUTER CHRONICLES

Bay Bridge carpoolers are seeing red.

It's in the glow of brake lights on the cars in front of them as they inch over the Interstate 80 flyover in that lurching, stop-and-go frustration that carpool lanes are designed to avoid.

Such lanes typically are called failures because not enough cars use them. But a mile-long stretch of westbound I-80's high-occupancy-vehicle lane and elevated flyover to the bridge has become a victim of its own success.

The 2-year-old lane has reached capacity during the peak morning commute hour, among the earliest

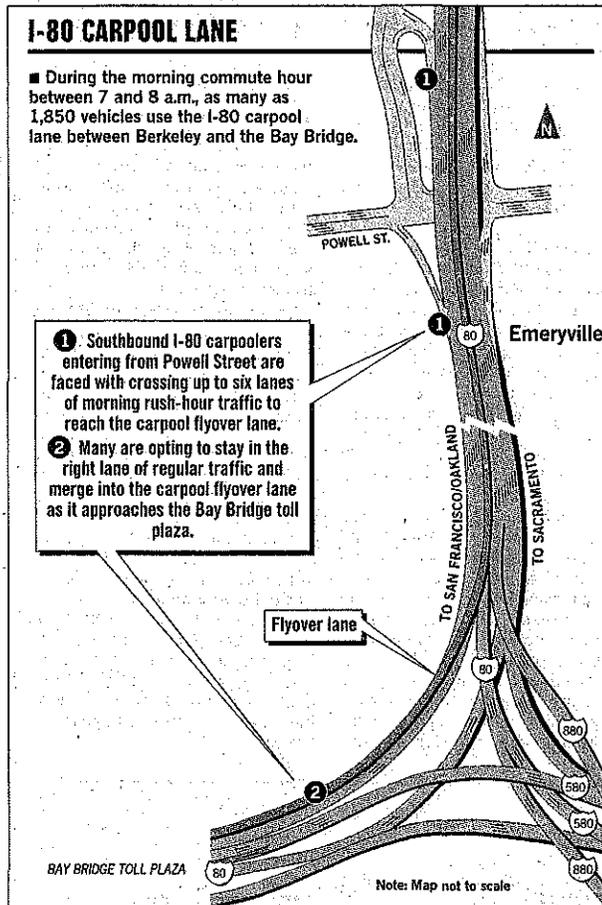
in the Bay Area to earn that dubious distinction and the latest headache in an already notorious Bay Bridge commute.

"There are too many people using it, which is the unfortunate but surprising reality," said Albert Yee, chief of Bay Area highway operations for Caltrans.

Starting in Emeryville, and sometimes as far back as Berkeley, traffic in the once-speedy route now creeps as slowly as vehicles in the exhaust-belching regular traffic

► **COMMUTE:** Page A11 Col. 1

MONDAY, APRIL 3, 2000



Source: Caltrans

Chronicle Graphics

I-80 Carpool Lane Choking on Success

► COMMUTE

From Page 1

lanes. Sometimes, the carpool lane is even slower.

"Carpool lanes should reward carpoolers. Right now, it's hindering carpoolers," said driver Mark Mino of Berkeley on a recent morning commute to San Francisco State University, his foot on the brake and his speedometer hovering below 15 mph as he and two passengers moved toward the bridge.

Caltrans officials, while acknowledging the backup, say there is no easy fix for the problem, which they don't yet deem serious. Besides, they say, carpoolers are being rewarded because they still get to skip the cost and delay of the bridge toll and metering lights.

"In a perfect world, you want the carpool lane to be at capacity minus one. That's hard to orchestrate," said Colin Jones, a Caltrans spokesman. "Even with the delay, you're still saving a lot of time overall."

During the busiest morning hour, roughly between 7 and 8 a.m., some 1,850 vehicles are passing over the flyover, the elevated ramp that lifts carpoolers over the bridge traffic backed up into Emeryville. That's nearly twice as many cars as Caltrans expected when it opened the I-80 carpool lane, a 16.5-mile stretch beginning in Hercules, in 1998.

"There was quite a bit of skepticism over whether the lane would be well-utilized at all, with its three-person occupancy requirement," Yee said.

While the Bay Bridge carpool lane backup is considered the region's worst, it is not the only one and not the first.

High-occupancy lanes on Highway 101 near the Lawrence Expressway, in the heart of Silicon Valley, have had short but persistent delays in the afternoon for nearly two years, Yee said. The Bay Bridge problem cropped up about nine

months ago. And recently, carpoolers on Highway 880 in Fremont began suffering the same fate.

Jones said the Bay Bridge carpool problem may iron itself out as carpoolers adjust their schedules to avoid the peak hour, just as other drivers have to do.

But the reply from aggravated carpoolers is a common refrain. They don't set their work hours, they say — their bosses do.

Already, many of those who triple-up for their drive to the city are finding their own solutions.

Mino and his mother, Maria, pick up one of the casual carpoolers who wait for drivers every morning at the North Berkeley BART station, but

"Carpool lanes should reward carpoolers. Right now, it's hindering carpoolers."

MARK MINO OF BERKELEY

most days they avoid some of the carpool lane backup by using the faster frontage road instead. Then they merge into the toll-free carpool lane at the base of the flyover with other carpoolers getting on the freeway at Powell Street.

Others stay in the regular freeway lanes until the flyover touches down near the toll plaza and merge into the carpool lane there.

While that route can be faster for those carpoolers, they are creating a bottleneck at the base of the flyover.

"As a rider, I encourage people to do that: stay out of the carpool lane until the last entry point... I know I'm a bit of the problem, too," admitted frustrated carpooler Mike Gill, an environmental engineer from Berkeley who works in San Francisco's South of Market district.

Gill has recommended to Caltrans that it clear up the bottleneck by erecting barriers that would prevent people like him from getting into the carpool lane after the flyover.

"It probably would take care of the problem," Yee said, "but it would transfer the delay to people legitimately using the carpool lane" who get on at Powell Street, because they would be forced to enter the freeway earlier.

Plus, he said, the barriers would funnel drivers who use the flyover in non-carpool hours — which is legal — into a lane without a toll booth, which is not.

"We are keeping a very close eye on the situation," Yee said. But fixing the problem "depends on whether there is a feasible alternative that doesn't make things worse. At this point, I don't think there is."

His conclusion probably won't surprise anyone making a rush-hour commute anywhere in the Bay Area.

"The bottom line," Yee said, "is that there are just too many cars and not enough road."

ABOUT THE SERIES

Today's "Commuter Chronicles" continues a weekly series of stories exploring the practical aspects of transportation and commuting in the Bay Area. Each Monday, the series features articles that get behind the political controversies and real-life vexations that readers face every day on highways and byways, on buses, trains, ferries and BART.

If you have a question, concern or story idea, please send it to Commuter Chronicles, 901 Mission St., San Francisco, CA 94103 or send e-mail to:

commuter@sfgate.com.

You can read previous Commuter Chronicles online on SF Gate at sfgate.com by entering the word commuter in the "Jump to" box.

For the latest traffic reports, updated every 10 minutes, log on to SF Gate at:

sfgate.com.

Assembly Democrats gut Republicans' gas tax bill

By Emily Bazar
Bee Capitol Bureau

In the continuing, partisan war over how to best reduce the cost of gasoline in car-bound California, Democrats gutted a Republican bill Monday that would have repealed state and local sales taxes on gas.

Saying she wasn't convinced that cutting taxes would lower gas prices, Assemblywoman Gloria Romero, D-Los Angeles, moved to amend the bill during a hearing before the Assembly Revenue and Taxation Committee.

The committee ultimately approved the measure without the tax cut provision, calling instead for a study to determine what, if anything, the Legislature can do about gas prices. Should the bill be enacted, the California Energy Commission will have 15 days to conduct the study before forwarding recommendations to the Legislature.

"To me, this is a major issue of supply and demand . . . and not finding a tight and positive correlation between sales taxes and gas prices," Romero said.

Democrats Dion Aroner of Oakland, Elaine White Alquist of Santa Clara, Marco Firebaugh of Los Angeles and Denise Moreno Ducheny of San Diego supported the amendments.

Republicans blasted the changes, saying the Legislature could have taken immediate action to reduce the financial strain on California motorists, some of whom are paying \$2 per gallon or more for gas.

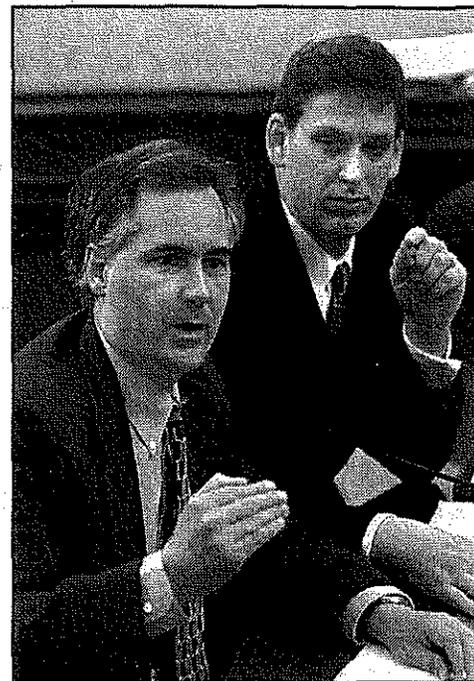
Republicans Howard Kaloogian of Carlsbad and Keith Olberg of Victorville were joined by Democrat Mike Honda of San Jose in opposing the changes, but were voted down 5-3. Honda is running for the House of Representatives to represent the 15th District in Santa Clara and Santa Cruz counties.

"The amendments took out the immediate action . . . and replaced it with a vague study by government bureaucracy," charged Assemblyman Tom McClintock, R-Simi Valley.

The author of AB 1706, Tony Strickland of Thousand Oaks, vowed that he will call for a vote on his original proposal every Thursday on the Assembly floor until it passes.

The bickering over Strickland's measure began in mid-March, when the legislator asked to bring his bill straight to the Assembly floor by sidestepping committee hearings. But Democrats voted down his attempts.

The situation was complicated when Assembly Speaker Antonio Villaraigosa, D-Los Angeles, introduced AB 43, which would suspend the state's sales tax on gas during the summer months. That bill has yet to be heard.



Associated Press photograph

Assemblyman Tom McClintock, left, argues Monday in favor of a bill to eliminate the state's gasoline sales tax authored by fellow Republican Tony Strickland, right.

Strickland's measure would have eliminated the sales taxes on gas permanently, at a cost of up to \$3.5 billion annually to the state, according to the analysis prepared for the Revenue and Taxation Committee.

Planners push for better transit options

In brief

Members of the commission would like to see a commuter rail station in Vacaville.

By Mike Adamick
Staff Writer

Rep
4/15/60

Vacaville is at a crossroads when it can amplify its transportation options with an expanded commuter airport, a rail station and a roadway system that loops around the city, according to city planning commissioners.

In a study session Tuesday, the Planning Commission scrutinized the city's

transportation element of the general plan and made clear its position that the city should consider a rail station in the future.

The study session also brought to light various problems, like how to fund local roadway improvements and how to lure people off Interstate 80 to contribute to the city's sales tax base without burdening local roadways.

Joyce Moody, along with two others who support putting a rail station on the

Vacaville map, said that having two train stations in the Fairfield area, as currently proposed, causes more transportation problems than they solve.

"You are making decisions that will impact the city for the next 20 years," said Dana Carpio-Foss, a representative of Moody.

Carpio-Foss said a local rail station would better serve new developments, like high-tech industry and residential

■ See **Planners**, Back Page

Planners push for better transit options ...

■ Continued from Page 1A
areas, if it is built in Vacaville. Having one station in Fairfield and another in Suisun City is not good planning because those stations would be too close together, she said.

Planning Commission Chairman Steve Wilkins agreed, saying any rail station in Vacaville would have to be multimodal, meaning it would have all the necessary outlets for various types of transportation: trains, park-and-rides, buses, etc.

Commissioner Jan Aldrich said the city also can capitalize on other transportation options made available through the Nut Tree Airport.

She envisioned more services there for people flying in for Nut Tree activities or for other Vacaville amenities.

Commissioner Steve Williams envisioned the airport as a hub for commuter airplanes.

He also said the city must get plans back on track for a roadway system that loops around the city. But there are problems with the city's current funding mechanisms for roadway improvements, he said.

It was unfair for developments in north and south Vacaville to fund the majority of city transportation improvements but then not see any of those improvements in proximity to the developments because the fees go into one pot, he said.

Since the Transportation Impact Fee was born in 1992, the city has collected \$18 million from single-family home developments, \$3.48 million from commercial development and \$1.31

million from industrial development.

Gian Aggarwal, deputy director of the Department of Public Works, said those fees were earmarked for more than 40 projects, and about seven so far have been completed. There are seven more projects currently under design or planned for construction.

Williams suggested the city push one project higher on the priority list: linking Vaca Valley Parkway to Gibson Canyon Road, a half-mile stretch of hilly land that currently divides the north portion of the city.

The City Council could consider reshuffling the list of improvements made possible through the fees, according to city staff.

But by improving traffic cir-

culation on the city, Wilkins wondered if the city was begging for commuters to hop off the freeway and congest local roadways.

That is an issue the city will grapple with in its gateway plan.

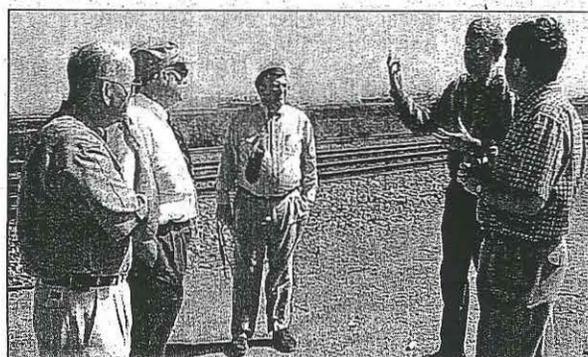
The city walks a fine line when improving local roadways for residents while also luring people off the freeway in the hopes they shop, dine or stay the night, all of which would boost general fund revenues through increased sales tax, according to commissioners and planning staff.

"It's a question of how far we want them to get off the freeway," said Bob Macaulay, a senior planner.

In other action, the commission delayed discussion on the Nut Tree policy plan until a later date.

DH 4-5-00

Officials stop, look and listen to Benicia station plan



City Councilmember Pierre Bidou, Finance Director Alan Nadritch, Dan Christian and Daryl Halls of the STA and Mayor Steve Messina meet yesterday at the proposed Benicia rail station site.

By Nathian Salant
ASSISTANT EDITOR

Passenger trains could be stopping in the City of Benicia for the first time in 70 years under plans for a new station expected to be presented to the City Council in two weeks.

City and county officials unveiled a 5.35-acre site on Goodyear Road yesterday where they hope to build a station on the popular Capitol Corridor train line that currently passes through Benicia Industrial Park without stopping.

Mayor Steve Messina, Councilmember Pierre Bidou, Finance Director Alan Nadritch and Solano Transportation Authority officials Darrell Halls and Dan Christians toured the windswept, undeveloped site yesterday afternoon.

Regional transportation planners have proposed to more-than double the number of trains operating daily along the Capitol Corridor line, which stretches from San Jose to Sacramento, and officials believe that presents an opportunity for Benicia to get its own station and start offering an alternative to automobile commuting.

"The potential for increased ser-

vice appears to be coming," said Halls, the director of the STA whose support is considered crucial for the success of the Benicia station.

City officials expect the STA to help them convince the Metropolitan Transportation Commission, the regional agency that controls hundreds of millions of dollars in transportation subsidies, to fund expansion of existing train service and construction of the new station.

"The MTC is really pushing rail service and we have to be able to, as a county, respond to it," Halls said. "The goal is to bring more rail service to the county. It's not a

given we're going to get it." Capitol Corridor trains currently stop only once in Solano County, in Suisun City. The trains also stop at the rail station in Martinez.

But plans for a Benicia station also may face competition within the county from Fairfield and Vacaville, which also covet a Capitol Corridor station.

Nadritch, who doubles as the city's transportation director, said he expected railroad officials to endorse the Goodyear Road site because it was flat and conveniently located on the frontage road east

See Train Page A12

Train

Continued from page A1

of Interstate 680. The site is across Goodyear Road from the CCC Organics lot at 1460 Goodyear Road, less than a mile north of Lake Herman Road.

Messina said the property was just outside of city limits and would have to be annexed from the county.

Capitol Corridor and freight trains currently pass through the site daily.

"The trains come by here now and they're going to continue to come by here," Bidou said. "We just have to get them to stop."

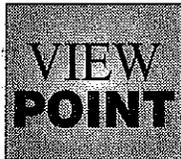
Federal funds would pay the entire \$11 million cost of the new station which could be operating in three years, Bidou said.

"It's a very important project for our community and we're all going to move it forward," he said. "This is realistic."

Nadritch said the new station would be built in a 7,500-sq. ft. portion of the property and the remainder would be dedicated to parking for 350 cars and for bus access. He said Benicia Transit, the city's bus service, was developing plans to extend service to the new station site and to the industrial park.

Keep the pressure on for clean cars

This month and in May, the California Air Resources Board (CARB) will hold workshops to review its Zero Emission Vehicle (ZEV) mandate. Adopted in 1990, the regulation requires manufacturers to produce a small number of cars



with no emissions at all — no gases from the tailpipe, no evaporating fuel and no emission control systems to deteriorate as the car ages. Every two years, the mandate is reviewed and sometimes modified.

Car manufacturers and environmentalists are gearing up now for the biennial debate, where the car companies traditionally seek to relax or eliminate the mandate and environmentalists seek to keep or strengthen it. The public interest is in keeping the pressure on car makers.

The potential benefits of a car that runs on electricity or fuel cells or some other yet-to-be-invented nonpolluting, renewable source of energy is self-evident. The rising price of gasoline at the pump is only one measure. Stubborn and persistent air and water pollution is another. Because so much of the petroleum we use comes from foreign sources, our transportation choices dictate costly national security policies to protect oil reserves.

In deciding what the ZEV rules will be, the test for CARB must include questions of technical feasibility of the mandate and its cost-benefit ratio, but the central question remains: Has the ZEV mandate worked? So far, the answer has been yes; most analysts would agree that the mandate has been essential in spurring manufacturers to reach for cleaner, more durable technologies.

Over the 10 years the ZEV mandate has been in place, CARB has modified its require-

ments, mostly reducing the burden on car companies to produce large numbers of zero-emission vehicles. For example, the board has allowed car companies to meet part of the mandate with hybrids, cars that run alternately on gasoline and electricity. It also has allowed them to meet their obligation in part with super-low-emission vehicles. But every year, CARB has maintained a requirement that manufacturers produce at least some pure ZEVs.

The mandate needs to be responsive and flexible, as indeed it has been. The fundamental question continues to be whether the mandate for pure ZEVs is the best way to get what everyone should want: transportation that's efficient and kind to the air, water and climate. Is requiring some number of vehicles to meet a pure zero emission standard essential to forcing continued progress?

Thus far, the ZEV mandate has been the best way to do that. Impressive advances in battery technology, fuel cells, hybrids and other clean technologies suggest many ways of meeting the ultimate standard. Given creativity and a cooperative, partnership approach, California regulators and the world's auto manufacturers can certainly find ways to tailor the system further for optimal results.

But nobody has yet demonstrated how proposed alternatives can keep the pressure on as surely as the basic mandate. It has been an effective way to signal society's clear intentions and to forcefully ensure compliance. Upcoming workshops exploring the mandate and related questions need to provide an open forum for a variety of alternatives. However it finally decides to continue the job, CARB must not stop the progress, or relax the pressure, toward cleaner cars.

— Sacramento Bee

Not ferry fair TH 46-00

I'm writing you today to let you know that we have an increasingly serious problem. Our ferry service has reached maximum capacity. This morning, the 6:30 ferry closed the gate at 6:16 a.m. Forty-five people were turned away. Most of them were monthly pass holders.

With the rising gas prices, there is an increase in ridership. Something must be done, as those of us who have paid the monthly fair should be entitled to a place on the boat. We shouldn't have to pay additional funds to ride BART.

**From
YOU**

Is it possible to give priority to monthly pass holders? In other words, the first 15 or 20 minutes of boarding would go to the monthly holders, and then fill the rest of the seats with the day trip passengers? I know it's a logistical problem, but two different lines shouldn't be that tough. It would take a little bit rough to transition, but after a few weeks, it should smooth out.

Either that, or we need to start running the Jet Cat. Perhaps a 7 a.m. run? I know that the 6 a.m. is leaving early regularly, and the 8 a.m. is turning people away. You need to increase the capacity somehow.

This problem will only get worse as the summer approaches, and the Giants begin playing baseball. The commuters are what keeps the operation running during the winter, and the commuters need to be accommodated during the summer.

Ross Woody
Vallejo



DATE: April 5, 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 March 8, 2000
- B. Draft Minutes of March 29, 2000 TAC Meeting
- C. 2000-01 YSAQMD Clean Air Applications
- D. Support Caltrans Oversight for a PSR for Road Improvements on Highway 37 at Mare Island
- E. Appointment to the Bicycle Advisory Committee
- F. 2000-01 Administrative Service Contract with City of Vacaville



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
March 8, 2000**

I. CALL TO ORDER - CONFIRM QUORUM

Chair Donahue called the regular meeting to order at 6:04 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Dan Donahue (Chair)	City of Vallejo
	Marci Coglianesse (Vice-Chair)	City of Rio Vista
	Pierre Bidou	City of Benicia
	Don Erickson (for Chris Manson)	City of Dixon
	Steve Lessler	City of Fairfield
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville

MEMBERS

ABSENT:	John Silva	County of Solano
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STAFF

PRESENT:	Daryl K. Halls	STA-Executive Director
	Dan Christians	STA-Deputy Director for Planning
	John Harris	STA-Deputy Director for Projects
	Chuck Lamoree	STA Legal Counsel/Vacaville
	Stacy Medley	STA-Clerk of the Board

ALSO

PRESENT:	Kevin Daughton	City of Fairfield
	John Gray	County of Solano
	Larry Greene	YSAQMD
	Fred Harris	City of Rio Vista
	Paul Hom	City of Vacaville
	Bernice Kaylin	League of Women Voters
	Alan Nadritch	City of Benicia
	Mike Segala	City of Suisun City

II. APPROVAL OF AGENDA

On a motion by Vice Chair Coglianesi with a second by Member Slade, the agenda was unanimously approved, with the revision of Information Item X.C (Legislative Report and SB 1506 (Chesbro)), to be moved to Action Item: Non Financial IX.D, and Member Coglianesi requested adding approval of a resolution for Action Item: Non Financial IX.C, which has been provided in the packet.

II. OPPORTUNITY FOR PUBLIC COMMENTS

None.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls updated the Board on the following items:

- Development of the Comprehensive Transportation Plan/New STA Mission Statement.
- STA Lobbying Efforts in Sacramento and Washington D.C.
- Project Delivery
- Needs Assessment Survey.
- Red Top Slide Committee Meeting Date.
- Transportation Presentations.
- RABA and Other Additional Funding Opportunities.
- New STA Intern.

V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

Dan Christians brought to the STA Board's attention the new BikeLinks map, which display the bike race routes for the Solano Bike Classic. MTC representative Jim Sperring reported that MTC has recommended the earmark of \$5 million in STP/CMAQ (RABA) funds for a third Vallejo ferry boat.

VI. PRESENTATION AIR POLLUTION CONTROL OFFICER FOR YSAQMD

Larry Greene, of the Yolo Solano Air Quality Management District (YSAQMD), made a presentation on YSAQMD programs and air quality issues.

VII. CONSENT AGENDA

On a motion by Member Lessler with a second by Member Sperring, the following consent agenda was approved:

- A. **Minutes of Meeting of February 9, 2000**
Recommendation: Approve minutes of the STA Board meeting of February 9, 2000.
- B. **Draft Minutes of February 23, 2000 TAC meeting**
Recommendation: Review draft minutes of the February 23, 2000 TAC meeting.

- C. Preliminary Gas Tax and TDA Article 8 Estimates for Development of 2000-01 STA Budget**
Recommendation: Information only.
- D. Designation of Office Manager to serve as Clerk of the Board/Authorization to Increase the Number of Clerk Assistant's Annual Hours**
Recommendation: 1.) Designate Office Manager position to serve as the STA's Clerk of the Board, and 2.) Authorize increasing the number of weekly hours from the Clerical Assistant position from 15 to 20 hours.
- E. Year 2000 STA Meeting Schedule**
Recommendation: Approval of the revised STA Meeting schedule for the year 2000.
- F. Grandy and Associates Contract Amendment**
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.

VIII. ACTION ITEMS: FINANCIAL

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

Dan Christians presented this item. He explained that the 5-Year Bicycle/Pedestrian Plan update has been reviewed by the STA Bicycle Advisory Committee (BAC) and the STA Technical Advisory Committee (TAC) and both committees supported the update. Staff recommended Board approval for the updated 5-Year plan and the four TDA claims totaling \$196,000 for FY 2000-01.

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

- B. Additional Federal Revenue-Aligned Budget Authority (RABA)**

John Harris presented this item. He explained there will be an excess of \$71 million available to the region for STP/CMAQ funding. MTC has offered two funding mechanisms for the RABA funding, and STA staff recommended the STA Board support the Strategic Regional Investment option, which would bring in approximately \$1 million into Solano County for County Rehabilitation projects, which MTC staff also supports. John Harris noted that both options included over \$900,000 in additional Eastern Solano County funding for Solano County.

Member Spring explained that the \$20 million in local road repair funds was going to be discussed by the MTC Commission and may be applied to specific projects in the region. John Harris said that Solano County would possibly receive 5% of this figure, which will be decided at the April commission meeting and the strategic option includes \$5 million for the Vallejo ferry. Daryl Halls said that MTC staff requested the STA program this money next month.

Member Slade inquired about the Welfare to Work issue and where Solano County is currently regarding this program. Daryl Halls explained that Solano County is the lead on this issue and Solano County is not as far along as some other counties. Staff will provide an update regarding this program at a future meeting.

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

IX. ACTION ITEMS: NON FINANCIAL

A. Solano County Comprehensive Transportation Plan

Dan Christians presented this item. Dan explained that at the STA Board retreat in February, the Board asked that staff revise the STA's current Mission Statement, which is reflected in the staff report. He mentioned that the three subcommittees will start meeting this month and STA Board approval of the members for these subcommittees. Member Slade asked staff to remove Mayor Fleming from the subcommittee he was assigned and replace him with Vice Mayor Woods to serve in his place.

On a motion by Member Lessler, and a second by Member Spering, the Board unanimously approved these recommendations, with the revision of Mayor Fleming to be replaced by Vice Mayor Rob Woods on the Alternative Modes subcommittee.

B. Proposed ADA Modifications for Bike Paths

Dan Christians presented this item. He explained that staff received positive word from the State Architect's office that the plans the City of Vallejo has been processing for the Solano Bike project will receive an exemption. Staff is recommending the STA Board authorize the Chair to sign a letter to requesting FHWA modify the current ADA rules pertaining to bike routes.

On a motion by Member Bidou, and a second by Vice Chair Coglianese, the Board unanimously approved the request for the Chair to sign a letter to request modification of the current rules and as they apply to bike routes.

C. Open Space Forum and Grant Request

Daryl Halls presented this item. He noted that Vice Chair Coglianese has requested this item and that the open space forum is the first step in preparation for an open space plan for Solano County. The resolution mentioned a specific open space plan and that this effort can provide some clarity as STA develops their Comprehensive Transportation Plan and it may help provide some specifics for open space area noted in the Jepson Parkway Concept Plan. Vice Chair Coglianese commented she is pleased the STA staff is supportive of the open space forum, and requested the Board support the resolution submitted in the STA Board packet. Member Spering commented that this is very appropriate for the STA to be apart of this forum. Member Erickson noted his support of this effort.

On a motion by Member Spering, and a second by Member Lessler, the Board unanimously approved the staff recommendation and the additional recommendation of support of the attached resolution.

D. Legislative Report and SB 1506 (Chesbro)

Daryl Halls presented this item. He explained that State Senator Wes Chesbro is working on legislation to put Solano County and the three North Bay Counties into a newly formed Caltrans District. He noted a new district might not address the Senator's concerns and that Caltrans District 4 has been very responsive to Solano County. Member Spering and Member Lessler commented they do not support this recommendation to separate from District 4 and agree that this district has been very responsive to Solano County. Member Erickson commented that Senator Chesbro came up with this idea without any support and should have discussed this issue with the counties who would be affected by this. Daryl Halls suggested the STA Board ask to be removed from the bill. Member Slade commented that the other counties who would be affected by this might take a stand if they see we do not support this bill.

On a motion by Member Spering, and a second by Member Slade, the Board unanimously approved a recommendation to request Solano County be removed from SB 1506.

X. INFORMATION ITEMS: NO ACTION NECESSARY

A. Draft Jepson Parkway Concept Plan and Plan Line Update

Daryl Halls provided information regarding the Draft Jepson Parkway Concept Plan. He explained that the draft plan would come back to the STA Board at next month's meeting with any comments from agencies and the public that have been submitted. Presentations have also been scheduled with the four agencies along the route, and various media coverage has taken place since the distribution of the draft plan. He noted a community meeting was held in Vacaville and said the focus was on the plan line and not the Concept plan.

B. Governor's Proposal for 2000 STIP Augmentation Program

John Harris provided information on this item. He explained it was the Governor's intention to accelerate project programming through the STIP by bringing forward \$3 billion from future state funds. It was scheduled to go to CTC on February 23, but the legislature responded very negatively and the item was tabled. He explained that if this item resurfaces, a list has been created for consideration and will be discussed with the STA TAC and the STA Board at the next meeting.

XI. FUNDING OPPORTUNITIES

Dan Christians added a funding opportunity to the current list provided, which has been added as item XI.C.

A. YSAQMD Clean Air Program

Deadline: March 17, 2000

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

Deadline: March 17, 2000

C. Transportation for Livable Communities (TLC) (Planning)

Deadline: April 5, 2000

XII. BOARD MEMBERS COMMENTS

Member Lessler said he promised Member Bidou a list of acronyms, which he distributed. He also said he will be going on a Chamber of Commerce trip to Washington, D.C. in May and asked that staff brief him on any issues that they feel he could discuss with legislatures in Washington DC during his trip.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:28 p.m. The next regular meeting will be held at 6:00 p.m., April 12, 2000, at the Suisun City Council Chambers.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
March 29, 2000
DRAFT

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:40 p.m. in the Solano County Transportation Conference Room.

Present:

Julian Carroll	Caltrans
Hilmer A. Forsen	Caltrans
Dan Schiada	City of Benicia
Charlie Beck	City of Fairfield
Ron Hurlbut	City of Fairfield
Kevin Daughton	City of Fairfield
Jim Holden	City of Rio Vista
Julie Pappa	City of Suisun City
Paul Hom	City of Vacaville
Dale Pfeiffer	City of Vacaville
Gary Leach	City of Vallejo
John Gray	County of Solano
Paul Wiese	County of Solano
Stephen Lowens	Korve Engineering
Ashley Nguyen	MTC
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Stacy Medley	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

No comments.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Ashley Nguyen, MTC, mentioned that the new list of TLC projects has gone out; and the City of Rio Vista has been awarded a \$650,000 grant for the improvement of Main Street with pedestrian amenities.

Dan Christians, STA, mentioned that on Monday, April 3 the Arterials, Highways, and Freeways subcommittee will be meeting in the STA conference room if anyone is interested in attending.

IV. PRESENTATION ON PRELIMINARY FINDINGS OF MARE ISLAND TRAFFIC STUDY

Stephen Lowens, Korve Engineering, gave a presentation on the preliminary findings of the Mare Island Traffic Study.

V. CONSORTIUM UPDATE

No information was given on this item at this time.

VI. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of February 29, 2000
- B. Review Funding Opportunities Calendar

Paul Wiese, Solano County, requested clarification and two minor changes on the February 29, 2000 TAC meeting minutes.

VI. A. STIP/CMAQ Match

John Harris gave a brief overview of the STIP/CMAQ match reserve program. He explained that two additional projects were added to the current list of 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 go forward with the current list of projects and bring back the remaining projects next month.

On a motion by John Gray, County of Solano, and a second by Michael Throne, City of ~~Rio Vista~~ Benicia, the STA TAC approved on a 7-1 vote, with Julie Pappa, City of Suisun City, voting no, the requests to forward the current list of projects and bring back the remaining projects at next month's STA TAC meeting.

Item VI.C

1. Add the following words to the first paragraph as shown below:

C. Proposed ADA Modifications for Bike Paths

Dan Christians explained that the Access Board has established a committee to discuss ADA requirements. Because of certain ADA requirements, the Solano Bikeway projects cost 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 the Access Board regarding the current requirements and their support of challenging ADA requirements. Access Board staff feel there is a middle ground *to modify ADA standards*. 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

monitor and provide input to the Access Board, support a recommendation to write a letter of support for modifications of the ADA requirements.

Item VII.C

1. Add a 0 to the first paragraph, second line (FY 2000-01) as shown below:

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 2000-01. Staff is requesting a 4% increase from each of the two fundings. He also said that a draft budget would be brought back to the STA TAC in March.

Item VII.D

1. Add a o at the end of the word too as shown below:
2. Start a new paragraph at the start of the sentence reading: John Harris, STA,..... as shown below:

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 too slow and has created a subcommittee to work on ideas to expedite projects.

John Harris, STA, introduced the two Quincy Consultants who will be a part 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.

These changes were noted and corrected by the Clerk of the Board.

On a motion by Dan Schiada, City of Benicia, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the consent agenda with changes noted to the February 29, 2000 STA TAC minutes.

VII. ACTION ITEMS

A. Eastern CMAQ Funding

John Harris explained that Solano County has been shorted TEA-21 funding over the past six years due to the two air basin designations. \$700,000 was the original additional funding projected for funding this short-fall through MTC; but since the January STA TAC meeting, through the RABA process, \$299,000 has been added to the current funding through the RABA process.

Staff reviewed the current list of projects and found that the Bella Vista Park and Ride Lot was not fully funded with the original funding cycle, and therefore staff requested that this project receive additional funding, of \$299,000.

Kevin Daughton, City of Fairfield, added that the Consortium agreed to this recommendation as long as it is a usable project.

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 approve the funding schedule, and the additional \$299K for the Bella Vista Park & Ride Lot.

B. STIP/CMAQ Match

John Harris gave a brief presentation regarding this item. He explained that at the February meeting, the STA TAC reviewed projects and staff is now bringing back these projects for approval. Staff originally thought there was a total of \$764K available, but there is only \$711K available. At this time, staff has a total of \$685K recommended, leaving a \$26K balance. Because there are no other eligible projects to fund at this time, staff is recommending that the remaining \$26K be put back into the STIP match reserves for allocation in the 2002 STIP.

On a motion by Jim Holden, City of Rio Vista, and a second by Dale Pfeiffer, City of Vacaville, the STA TAC unanimously approved the recommendation that the remaining \$26K in STIP match reserves be returned to the County share for allocation in the 2002 STIP and forward to the STA Board for approval.

C. 2000-01 YSAQMD Clean Air Fund Applications

Dan Christians explained there were seven applications submitted for these funds, and this is the yearly STA application for Citylink Route 30 requesting Clean Air Funds for FY 2000-01. He said if there are any additional applications being submitted, staff would like to include them in a resolution of support to the STA Board in April. He requested approval to forward all the YSAQMD applications to the STA Board for approval to of a Resolution of Support.

The STA TAC asked for additional information on the applications before recommending approval. This item will be brought back later in this meeting.

D. Freeway Service Patrol Program

Dan Christians explained that according to MTC, the Freeway Service Patrol program is not expected in Solano County until the summer of 2001. Solano and Napa County contribute regional funds to this program but do not currently have service. This request would accelerate the service to begin as soon as possible.

On a motion by Dan Schiada, City of Benicia, and a second by Gary Leach, City of Vallejo, the STA TAC unanimously forwarded a request to the STA Board to support acceleration of MTC's Service Patrol Program for Solano County.

E. STAF Claim for 1999-00

John Harris and Dan Christians said that no proposals were received for the recent RFP for the Intercity Transit Plan. Therefore, this item was pulled from the agenda until a new RFP is prepared and proposals received.

F. 2000-01 STA Budget

Daryl Halls provided information regarding the FY 2000-01 STA budget, along with the breakdown for each jurisdiction for TDA/Gas Tax and Solano Paratransit. He mentioned that there is a 4% increase in TDA and Gas Tax, and a 2% increase in Paratransit due to an increase in costs.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Gary Leach, City of Vallejo, the STA TAC unanimously approved the recommendation to forward the 2000-01 STA Budget to the STA Board for final approval.

G. Jepson Parkway Concept Plan

Daryl Halls explained that four presentations have been completed, with all agencies supporting the concept plan and plan line. There were four comments received from the public. He mentioned that the draft time line will come back in the future.

There was concern by STA TAC members regarding right-of-way issues, which will need to be addressed in the future.

On a motion by Jim Holden, City of Rio Vista, and a second by Ron Hurlbut, City of Fairfield, the STA TAC unanimously approved the recommendation to forward the Concept Plan and Plan Line to the STA Board for review and adoption.

H. Solano Bikeway Project

Dan Christians mentioned that the State Architects office cleared the ADA issues for the Solano Bikeway. However, the project still needs the full \$700,000 at the time. When the project is completed and if there is funding left, staff will bring back the remaining funding to reprogram to another project. He also mentioned that there is an additional \$312,000 of enhancement money and staff is requesting that the STA TAC request the STA Board to allow a Call for Projects for these available funds.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Gary Leach, City of Vallejo, the STA TAC unanimously approved the recommendation to forward to the STA Board, 1.) The full \$700,000 of additional Solano Transportation Enhancement funds for the Solano Bikeway Project, 2.) Request MTC to administratively amend these funds into the TIP, and 3.) Request the STA Board provide a Call for Projects for the remaining \$312,000 of unallocated Solano TEA funds.

C. Continuation of item VII.C, 2000-01 YSAQMD Clean Air Fund Applications

Dan Christians provided the STA TAC with the numbers being requested for each application for review.

On a motion by Dale Pfeiffer, City of Vacaville, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the recommendation to forward the 2000-01 YSAQMD Clear Air Fund Applications to the STA Board for approval of a Resolution of Support.

I. Applications Submitted for 2000-01 Transportation Funds for Clean Air (TFCA) Program

Dan Christians explained that the STA gets approximately \$320,000 each year. Currently there is about \$400,000 available, including the fund balance. He explained the current request for these funds, including an increase to the Citylink program from \$10,000 to \$20,000. Daryl Halls explained that additional TFCA funding for Citylink is recommended since the Yolo-Solano Air District would like to gradually reduce funding for the service. It was also mentioned that because of the remaining funding available after approval of the current list of projects, staff would like to request another Call for Projects later in the fiscal year.

On a motion by Dale Pfeiffer, City of Vacaville, and a second by John Gray, Solano County, the STA TAC unanimously approved forwarding to the STA Board the recommendation to support all eligible TFCA applications submitted for 2000-01 and recommend an additional Call for Projects later in the year.

J. Napa Valley Passenger/Freight Rail Study

Dan Christians explained that Napa County is proposing to conduct a Napa Valley Passenger/Freight Rail Study. Funding has been requested from Congressman Thompson's, Senator Chesbro's and Assemblywoman Wiggins office in the amount of \$150,000 to conduct this study. Napa has asked the STA to support the study and endorse the proposed funding source. The transit subcommittee reviewed this request and recommended STA support.

On a motion by Dan Schiada, City of Benicia, and a second by Ron Hurlbut, City of Fairfield, the STA TAC unanimously approved the recommendation to forward to the STA Board a recommendation to 1.) Support the Napa Valley Passenger/Freight Rail Study, and 2.) Request the STA endorse the proposed funding source and be included in the planning process.

K. 2000 Legislative Report

Daryl Halls explained that staff is starting to analyze the various transportation bills that are currently being considered by the State Legislature. Two bills that staff is currently

reviewing include: 1.) SB 1428, to remove the sunset on the Service Patrol. Staff recommended support because the STA wants to request this service to be provided to Solano County, and 2.) AB 1612, funding for roads. Staff is recommending support due to additional funding for transit and also for road issues.

Daryl handed out information regarding these bills and then discussed each one.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Paul Wiese, Solano County, the STA TAC unanimously approved forwarding to the STA Board, 1.) A recommendation of support for SB 1428 (Karnette) and, 2.) Forward a recommendation of support for AB 1612 (Torlakson).

VIII. INFORMATION ITEMS

L. Governors Transportation Plan/Preliminary List of STIP Augmentation Projects

Daryl Halls provided verbal and written information regarding the current status of the Governors Transportation Plan/Preliminary List of STIP Augmentation projects.

M. RABA Funding Dividend

John Harris briefed the STA TAC on the current funding mechanisms in relation to the RABA Funding Dividend. An extra \$1 million in regional funding received for future road projects will go for approval at MTC's April Commission meeting. This item will be revisited at April's STA TAC meeting.

N. Status Report on Project Monitoring Program

John Harris explained that all projects listed on the spreadsheet in the STA TAC packet should be allocated. He mentioned that the draft work plan form has been distributed for review, and asked that all comments or changes be forwarded to him. He also requested that the STA TAC review the full list of projects, edit and return it within three weeks.

O. Status Report on AB 1012 Workshop Group for North Bay Held on March 22, 2000

Dale Pfeiffer, City of Vacaville, updated the STA TAC on this item. He mentioned that there was a second working group meeting held last week, and they were successful in narrowing down to these six recommendations:

1. Using the FTA rather than FHWA process for local assistance
2. Increasing staffing at Caltrans Local Assistance
3. Creating countywide consultant lists
4. Streamlining each of the environmental clearances
5. Streamlining Right of Way authorization
6. Streamlining MTC

He will now write these recommendations into a Caltrans format and forward them to Caltrans for comments and then forward to the Advisory Working Group.

IX. ADJOURNMENT

The meeting was adjourned at approximately 3:53 p.m. The next meeting is scheduled for Wednesday, April 26, 2000 at 1:30 p.m.



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: 2000-01 YSAQMD Clean Air Applications

Background:

The Yolo-Solano Air Quality Management District (YSAQMD) administers the Clean Air Fund (CAF) program in the Yolo-Solano air basin. This air basin is the eastern part of Solano County including Dixon, Rio Vista, eastern parts of unincorporated Solano County, and Vacaville. The CAF revenues are generated from two sources for Solano County. A vehicle registration surcharge is expected to generate approximately \$180,000 and a property tax is expected to generate approximately \$100,000 for a total of about \$280,000. The funding categories for FY 00-01 includes clean fuels infrastructure/vehicles, alternative transportation programs, transit services, and public education/information.

Discussion:

The submittal deadline for the CAF program was March 17 to the YSAQMD. This is a competitive program and specific projects and funding amounts are approved by the YSAQMD Board of Directors. To assist with the review process, the STA requested that copies of all applications for this program be forwarded to the STA for review and coordination.

The STA has proposed the following project:

- \$90,000 for operating Citylink Route 30

The City of Vacaville has proposed the following five projects:

- \$140,000 for operating Solano BART Express
- \$75,000 for Alamo Creek Bike Path construction (Alamo Drive to Marshall Road)
- \$50,000 for purchase of CNG vehicles for city fleet
- \$75,000 for Electric Vehicle Charging Stations (23)
- \$25,000 for Electric Vehicle Charging Stations (4)

The County of Solano has proposed one project:

- \$70,000 for the next segment of the Dixon-Davis Bike Route (Runge Road)

A total of \$525,000 for projects in Solano County jurisdictions is requested and about \$280,000 is awarded each year for these projects. The STA TAC recommended the STA support all of the above-described projects.

Fiscal Impact:

None

Recommendation:

Adopt a Resolution supporting all the 2000-01 project applications for YSAQMD Clean Air Funds submitted by the STA, City of Vacaville and County of Solano.

RESOLUTION 2000-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
SUPPORTING APPLICATIONS FOR CLEAN AIR FUNDS TO YOLO/SOLANO AIR
QUALITY MANAGEMENT DISTRICT FOR FY 2000-01**

WHEREAS, Yolo/Solano Air Quality Management District (YSAQMD) has requested applications for the FY 2000-01 Clean Air Funds Program of funds collected through AB8 and AB2766; and

WHEREAS, AB8 funds are collected through a property tax on eastern Solano County residents and AB2766 funds are collected through a vehicle registration surcharge on residents in the Yolo/Solano air basin; and

WHEREAS, the Solano Transportation Authority (STA) requests \$90,000 for Citylink Route 30 operations;

WHEREAS, the City of Vacaville requests \$140,000 for operating Solano BART Express, \$50,000 for Alamo Creek Bike Path construction, \$50,000 for the purchase of CNG vehicles; and \$100,000 for Electric Vehicle Charging Stations (27); and

WHEREAS, the County of Solano requests \$70,000 for the next phase of the Dixon-Davis Bike Route; and

WHEREAS, these projects meet the criteria established by the YSAQMD and will meet long range plans and programs of the STA and its member jurisdictions and help improve air quality in the Yolo/Solano air basin.

NOW, THEREFORE, BE IT RESOLVED that the STA hereby supports the Clean Air Funds Program applications from the Solano Transportation Authority, the City of Vacaville and the County of Solano.

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 STA at a regular meeting thereof held this 12th day of April, 2000.

Daryl K. Halls, Executive Director



DATE: April 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Support Caltrans Oversight for a PSR for Road Improvements on Highway 37 at Mare Island

Background:

On January 20, 2000, the City of Vallejo requested the California Department of Transportation (Caltrans) to provide Project Study Report (PSR) oversight for the State Route 37 Interchange at Mare Island at no cost to the City of Vallejo. On February 18, 2000, Caltrans responded that it would provide this review, subject to STA concurrence (letter attached).

Recommendation:

Authorize the STA Chair to submit a letter to Caltrans supporting Caltrans oversight for a Project Study Report for road improvements on Highway 37 at Mare Island.

Attachment

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



February 18, 2000

Gary A. Leach
City Engineer
City of Vallejo
Department of Public Works
P.O. Box 3068
Vallejo, CA 94590-5934

Subject: Oversight Request for State Route 37/Mare Island Interchange Project Study Report

Dear Mr. Leach:

This letter is in response to your January 20, 2000 letter requesting the California Department of Transportation to provide PSR oversight for the State Route 37 Interchange at Mare Island at no cost to the City of Vallejo. Caltrans will provide the necessary review through the pre-programming process. Prior to Caltrans' participation, we request the City of Vallejo to contact the Solano Transportation Authority and/or the Metropolitan Transportation Committee to assure the necessary steps are taken to satisfy the planning process.

If you have any questions please contract Ms. Trang Hoang at (510)286-5107 or myself at 286-5648.

Sincerely,

Vince Bonner
Design Senior

TTH/tth

cc: Michelle Brubaker, MTC
Dan Christians, STA



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Appointment to the Bicycle Advisory Committee

Discussion:

The Solano Bicycle Advisory Committee (BAC) was established by the STA's Joint Powers Agreement to advise the STA Board on various matters pertaining to the planning and funding of bicycle and pedestrian projects throughout the cities and county of Solano. The BAC is a nine-member committee consisting of one member from each of the STA member jurisdictions and one member-at-large. New members are nominated by the Mayor of each city and officially appointed by the STA Board. Terms are for three years.

Stacey Ricks, the former member from the City of Vacaville, has moved out of Vacaville and has resigned her membership. Vacaville Mayor Dave Fleming has now nominated Mike Posey to represent the City of Vacaville (see attached letter).

With this appointment, the BAC would have the following membership:

<u>Jurisdiction</u>	<u>Member</u>	<u>Term Expires</u>
City of Benicia	Austin Gibbon	Dec. 1999
City of Dixon	Jim Fisk	Dec. 2000
City of Fairfield	Vacant	-
City of Rio Vista	Vacant	-
City of Suisun City	Michael Segala	Dec. 2001
City of Vacaville	Mike Posey	Dec. 2002
City of Vallejo	Rob Powell	Dec. 2000
Member-at-Large	Mick Weinenger	Dec. 2000
Solano County	Randall Carlson	Dec. 2001

Vacancies remain for the cities of Fairfield and Rio Vista. A recent vacancy has just opened up for Benicia. It is hoped that these vacancies will also be filled as soon as possible.

Fiscal Impact:

None

Recommendation:

Appoint Mike Posey to serve as the City of Vacaville's representative on the Solano Bicycle Advisory Committee.

Attachment

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



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

OFFICE OF
The Mayor

March 30, 2000

Mr. Mike Posey
270 Magnolia Avenue
Vacaville CA 95688

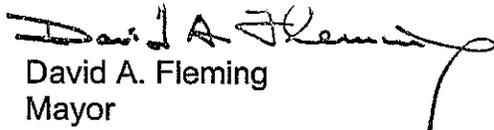
Dear Mr. Posey:

It is with pleasure that I appoint you to serve as the City's representative on the Solano County Bicycle Advisory Committee. Your appointment was unanimously endorsed by the City Council at its meeting of March 14, 2000.

I will be forwarding your name and address to Mr. Daryl Halls, Executive Director of the Solano Transportation Authority and I'm sure you will hear from him in the near future.

Thank you very much for volunteering your time for the benefit of the City of Vacaville.

Yours truly,


David A. Fleming
Mayor

DAF:ka/o/council/bicycle appointment 2000
F: Council - Appointments by Mayor

Cc: Solano Transportation Authority

Stacey - here's Mr. Posey's info.

270 Magnolia Avenue, Vacaville 95688
447-6561 (home) 428-1911 (work)

DEPARTMENTS: Area Code (707)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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DATE: April 5, 2000
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: 2000-01 Administrative Service Contract with City of Vacaville

Discussion:

The City of Vacaville proposes to continue to provide financial, benefit management and legal services to the STA for fiscal year 2000-01. The budget to be approved later in this month's Board packet reflects the following proposed services and costs:

- Financial Services \$26,780
- Benefit Management \$ 5,500
- Legal Services \$ 7,980 (\$95 per hr for a total of 84 hours)
- TOTAL \$40,260

The STA continues to benefit a great deal from the professionalism and responsiveness of Vacaville's administrative and legal staff. The contract enables the STA to have the expertise of a larger public agency's staff, and provides the STA with cost-effective administrative services.

Fiscal Impact:

\$40,260. The 2000-01 STA budget includes allocation of these funds for administrative services.

Recommendation:

Authorize the Executive Director to enter into a contract for administrative service with the City of Vacaville for fiscal year 2000-01.

Attachment

**AGREEMENT BETWEEN THE SOLANO TRANSPORTATION
AUTHORITY AND CITY OF VACAVILLE FOR
PROFESSIONAL AND TECHNICAL SERVICES**

THIS AGREEMENT is made and entered into this _____ day of _____, 2000, by and between the SOLANO TRANSPORTATION AUTHORITY (hereinafter "STA") and the City of Vacaville (hereinafter "CITY").

W I T N E S E T H

WHEREAS, the STA consists of Solano County and its seven cities operating under a joint powers agreement, which defines its duties and responsibilities; and

WHEREAS, the STA requires professional and technical assistance for accounting, personnel and legal services; and

WHEREAS, the CITY is a public agency which is willing and able to furnish assistance to the STA under the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and of the mutual promises hereinafter expressed and intending to be legally bound thereby, the parties do mutually agree as follows:

1. SCOPE OF SERVICES

The STA hereby engages CITY and CITY agrees to perform procedures as outlined in the attached proposal for services hereto as Exhibit A and incorporated herein by reference.

2. CITY'S PERSONNEL AND WORKING RELATIONSHIP WITH STA

A. Except as otherwise provided in Exhibit A, all of the service hereunder to be performed by CITY shall be performed by CITY personnel and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under state and local law to perform such service.

B. Except as provided in Exhibit A, none of the work or CITY shall subcontract services covered by this Agreement unless approved in writing in advance by the STA.

Except as provided in Exhibit A, any subcontracts in connection with work or services covered herein will be undertaken by direct contract between STA and said consultants.

3. COMPENSATION

CITY shall receive payment for allowable costs, as outlined below, for the performance of work requested under this Agreement.

4. METHOD OF PAYMENT

The STA shall pay CITY on the last day of the month for all costs incurred within the same month. CITY will prepare a journal voucher charging the STA a prorated dollar amount for all set fee items and an amount equal to the cost of the work performed for all items billed on an hourly basis including legal services. Within 30 calendar days after the end of the applicable month, CITY shall submit a cost report to the STA showing supporting evidence and computations for all items charged to STA, including an itemization of items billed on an hourly basis.

5. RECORDS

CITY shall maintain complete and accurate records with respect to costs incurred under this Agreement. All such records shall be maintained on a generally accepted accounting basis and shall be clearly identified and readily accessible. CITY shall provide free access to the representatives of the STA during regular business hours to such books and records, and the right to audit the same, and to make transcripts therefrom as necessary, and to allow inspection of all work, data, documents, proceedings, and activities relating to the performance of this Agreement for a period of three (3) years from the date of final payment for work performed under this Agreement.

6. PRIOR AGREEMENTS, AMENDMENTS AND MODIFICATIONS

This, AGREEMENT, including all Exhibits attached hereto, represents the entire understanding of the parties as to those matters contained herein. No prior oral or written understandings shall be of any force or effect with respect to those matters covered hereunder. No change, modification or amendment hereto will be valid, unless in writing and signed by both parties.

The parties hereto may from time to time require changes in the scope of the services and in the performance of such services. Such changes, including any increase or decrease in the amount of compensation to CITY, which re mutually agreed upon by and between the parties hereto, shall be incorporated as written amendments to this Agreement and to the STA's annual Overall Work Program and Budget, when appropriate.

7. TERMINATION

Either party hereto may terminate this Agreement without cause at any time by giving written notice of such termination to the other party and specifying the effective date thereof, at least thirty (30) days before the effective date of such termination. In that event, CITY shall be reimbursed its allowable costs in accordance with Section 3 of this Agreement to the date of termination.

8. HOLD HARMLESS

STA will indemnify, hold harmless and assume defense of, in any action of law or equity, the CITY, its officers, employees, agents and elective and appointive boards from all claims, losses, damages, including property damages, personal liability, including death, and liability of every kind, nature and description, directly or indirectly arising from the operations of STA or of any persons directly or indirectly employed by, or acting as agent for STA, but not including the sole negligence or willful misconduct of the CITY. This indemnification shall extend to claims, losses, damages, injury and liability for injuries occurring after completion of the services rendered pursuant to this Agreement, as well as during the progress of rendering such services. Acceptance of insurance certificates required under this Agreement does not relieve STA from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to all damages and claims for damages of every kind suffered, by reason of any of STA operations regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

9. TERM OF AGREEMENT

The term of this AGREEMENT shall be from July 1, 2000 to June 30, 2001, subject to the provisions of section 7 of this AGREEMENT (termination).

10. GOVERNING LAW

CITY and STA agree that the law governing this AGREEMENT shall be that of the State of California.

11. VENUE

In the event that suit shall be brought by either party to this agreement, the parties agree that venue shall be exclusively vested in the state courts of the County of Solano, or where otherwise appropriate, exclusively in the United States District Court, Eastern District of California, Sacramento, California.

12. WAIVER

STA agrees that waiver by CITY of any breach or violation of any term or condition of this AGREEMENT shall not be deemed to be a waiver of any other term or condition contained herein or a waiver of any subsequent breach or violation of the same or any other term or condition.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first written above.

SOLANO TRANSPORTATION AUTHORITY

By Chairperson: _____

COUNTY OF SOLANO
By Mayor, City of Vacaville

REVIEWED AND RECOMMENDED FOR APPROVAL

By Executive Director, Solano Transportation Authority

By City Manager, City of Vacaville

By Finance Manager, City of Vacaville

By Director of Administrative Services, City of Vacaville

By City Attorney, City of Vacaville

Board of Directors
Solano Transportation Authority
Suisun City, California

PROPOSAL FOR CONTINUATION OF SERVICES

The City of Vacaville (the City) administrative staff is pleased to have the opportunity to make this proposal to continue to provide financial, benefit management, and legal services for the Solano Transportation Authority (the Authority) for fiscal year 2000/01. The following sections detail the services we propose to perform for the Authority and the related compensation for those services.

Financial Services

Ongoing financial services will entail processing payroll reporting, disbursement and year-end reporting (W-2), processing accounts payable disbursements and year-end reporting (1099, sales tax), accounts receivable billing for grant reimbursements, purchasing, cash management, monthly or as needed financial reporting, meeting with the necessary staff of the Authority on an on-going basis to assure financial integrity, providing financial information and support for the participants of the Authority, providing financial numbers for the quarterly reports, and assisting in the preparation for the year-end audit of the Authority. These ongoing financial services will be \$26,780 for the year.

Additional services requested, including computer programming, will be charged separately, with an estimate provided to the Authority in advance and dependent on the availability of staff.

Benefit Management

Ongoing benefit management services will administer employee benefit programs, including retirement, medical, dental, vision, life insurance, and long term disability, as well as set-up and reconciliation of unemployment insurance and workers' compensation. These ongoing benefit management services will be \$5,500 for the year.

Additional services in the area of personnel administration will be charged separately, with an estimate provided to the Authority in advance and dependent on the availability of staff.

Legal Services

Ongoing legal services will be charged at \$95 per hour, estimated to be \$7,980 for 84 hours during the year.

Expansion of Services

If the Authority expands its function or acquires additional grant or other revenue sources which necessitate additional service by the City, renegotiation of fees, including set-up fees, may be necessary.



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: 2000-01 STA Budget

Background:

Each year, the Solano Transportation Authority (STA) develops its annual budget in cooperation with its eight member agencies. In February, the STA Board approved the schedule for development of its 2000-2001 budget. At the STA TAC meeting of February 23, 2000, copies of the gas tax and TDA article 8 requests were distributed to each member agency. The adopted budget schedule calls for STA Board consideration of their 2000/2001 budget in April.

Discussion:

Attached is the STA's proposed 2000-2001 budget delineated by anticipated revenues and expenditures. The anticipated revenues assume a 4% increase in gas tax and TDA article 8 contributions and the MTC's continued provision of CMP planning funds. The total amount of anticipated revenues is \$3,241,832. Several revenue sources tied to specific projects have terminated or have been reduced with the project's completion (i.e., YSAQMD funding for Dixon-Davis Bike Route, STIP funds for Jepson Parkway, and YSAQMD funding for BikeLinks map). In addition, several new revenue items are included: an additional \$60,000 in planning funds provided by MTC to support the STA's development of a Comprehensive Transportation Plan and expenditure plan, \$110,000 in Caltrans' planning funds for the Highway 12 Major Investment Study, and a \$200,000 federal transit earmark for purchase of a 40 foot CNG bus for Route 30. The total amount of fund balance from fiscal year 1999/2000 will not be available until July 2000.

The STA's expenditures total is also \$3,241,832 and incorporates several actions taken by the STA Board in fiscal year 1999/2000. These include: modification of the STA Board stipend policy and a specified budget item for board expenses, authorizing an additional \$30,000 in budget reserves per year, and funding of the current STA staff levels for the entire fiscal year (three part time positions were approved by the STA Board in November 1999). The funding for a STA lobbyist has been moved from project development to operations. STA Board stipends and meeting expenses, previously included in the services and supplies line item in the budget, have been identified as a separate item within the operations budget titled STA Board expenditures budget. The modeling contract has been moved from operations to project development.

An amount of \$117,936 in expenditures has been identified for 2000-2001 project development to date. It is anticipated the total funds available for project development will increase when the actual amount of carry over funds is identified. Staff will bring back project specifics for the project development budget at a future STA Board meeting. Staff anticipates bringing forth a revised STA budget as part of the completion of the budget audit in August 2000.

Recommendation:

Approve the 2000-2001 STA budget.

Attachments

**SOLANO TRANSPORTATION AUTHORITY'S
SCHEDULE FOR DEVELOPMENT OF
2000/2001 BUDGET**

Adopted February 9, 2000.

- | | |
|--|------------------|
| 1. STA Board Approval of Budget Schedule | 2/9/2000 |
| 2. Development of Estimated Budget Expenditures | Feb 2000 |
| 3. Distribution of Gas Tax Allocations to Member Agencies | 2/23/2000 |
| 4. Present draft STA Budget to STA TAC | 3/29/2000 |
| 5. Present STA Budget to STA Board | 4/12/2000 |
| 6. Present Revised STA Budget to STA Board | 8/8/2000 |

STA 2000-01 BUDGET

Revenues	Amended 1999-00 Budget	2000-01 Budget
Current Year Revenues		
TDA Planning & Admin. (Operations)	\$262,470	\$272,969 *
Gas Tax Contribution (Operations)	\$262,470	\$272,969 *
STP Planning	\$140,000	\$200,000 **
TDA Solano Paratransit Operations/Fares	\$283,630	\$296,313
BAAQMD (Air Quality)	\$317,419	\$321,871
Abandoned Vehicle Abatement	\$295,000	\$295,000
BAAQMD/YSAQMD (CityLink)	\$95,000	\$95,000
CityLink Fares	\$20,000	\$20,000
TCI Grant	\$591,000	\$591,000
STIP Funds	\$821,000	\$241,000 ***
MIS Funding	\$0	\$110,000
Bike Route Implementation	\$55,000	\$0
State Transit Assistance (SolanoLinks)	\$128,825	\$160,000
Local Match for Section 3 Grant (STAF)	\$200,000	\$200,000
Subtotal	\$3,471,814	\$3,076,122
Use of Fund Balance		
AVA Fund Balance	\$15,000	\$20,000
BAAQMD-TFCA Program/Unallocated Funds	\$17,883	\$111,348
Gen Op Fund Balance for Operations	\$57,280	\$0
General Operations Used for Reserve Acct	\$50,000	\$0
Project Development Fund Balance	\$41,580	\$29,362
General Operations Fund Balance for Project Developm	\$119,472	\$0
General Operations Fund Balance for Solano Paratransit	\$5,000	\$5,000
Subtotal	\$306,215	\$165,710
TOTAL	\$3,778,029	\$3,241,832

Expenditures	Amended (2/00) 1999-00 Budget	2000-01 Budget
Operations		
Salaries & Benefits	\$428,090	\$460,003 *
Meeting Expenses/Stipends	\$11,600	\$15,000
Services/Supplies	\$245,791	\$143,499
Federal Lobbyist	Moved from Proj Dev	\$25,000
Capital Needs	\$0	\$10,000
Educational/Training Budget	\$0	\$5,000
Reserve Account (overall total = \$80,000)	\$50,000	\$30,000
Contingency	\$33,064	\$0
Subtotal	\$768,545	\$688,502
Project Development		
Bike Route Implementation & BikeLinks Maps	\$25,000	
Capitol Corridor	\$5,000	
Federal Lobbyist	\$25,000	Moved into Svs/Supp
Jepson Parkway Concept Plan	\$15,000	
Comprehensive Transportation Plan	\$70,000	
Project Assistance Program	\$10,000	
Marketing	\$15,000	
SEDCORP Sponsorship	\$1,000	
Park and Ride Survey	\$10,000	
Modeling Contract	Moved from Oper.	
Miscellaneous Project Development	\$14,000	\$117,936 **
Subtotal	\$190,000	\$117,936
Programs		
Jepson Parkway Concept Plan	\$821,000	\$241,000
Fairfield/Suisun Rail Station	\$591,000	\$591,000
SolanoLinks (Transit Marketing/Planning)	\$128,825	\$160,000
Local Match/Bus Purchases (TFCA/STAF Grants) City	\$200,000	\$200,000
Abandoned Vehicle Abatement Grants	\$305,000	\$310,000
TFCA Air Quality Program Manager Grants (BAAQMD	\$320,029	\$414,581
Highway 12 MIS	\$0	\$110,000
Solano Paratransit Operations	\$288,630	\$293,813
City Link - Route 30	\$115,000	\$115,000
Dixon-Davis Bike Route - Segment 4	\$50,000	\$0
Subtotal	\$2,819,484	\$2,435,394
TOTAL	\$3,778,029	\$3,241,832

Revenue Footnotes:

*This includes an overall 4% increase in revenue from FY 99/00

**\$140,000 current revenue plus an additional \$60,000 approved for FY 00/01

***Remaining upspent funds from FY 99/00

Expenditure Footnotes:

* Includes a 3% COLA for full time staff and assumes current staffing for the full fiscal year

**Expenditure breakdown will be brought back to the STA Board for approval in June 2000

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
TOTALS	389,900	100.00%	\$272,969

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
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
TOTALS	389,900	100.00%	\$272,969

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
TOTALS	\$545,938	\$524,940	\$504,751

* 4% increase in TDA Contributions and Gas Tax Subvention

Proposed TDA Operations Contributions for Solano Paratransit

	POP	PERCENT	SHARE	TRIPS **	PERCENT	SHARE	TOTAL COST
DIXON	15,100	6.08%	\$4,017	264	2.38%	\$4,720	\$8,737
FAIRFIELD	92,400	37.20%	\$24,580	3264	29.44%	\$58,355	\$82,935
RIO VISTA	4,350	1.75%	\$1,157	0	0.00%	\$0	\$1,157
SUISUN CITY	26,750	10.77%	\$7,116	1836	16.56%	\$32,825	\$39,940
VACAVILLE	89,400	35.99%	\$23,782	5016	45.24%	\$89,678	\$113,459
UNINCORPORATED	20,400	8.21%	\$5,427	708	6.39%	\$12,658	\$18,085
TOTALS	248,400	100.00%	\$66,078	11088	100%	\$198,235	\$264,313

* Based on State Dept. of Finance population projections for Jan. 1, 1999.

** Based on actual number of trips provided on Solano Paratransit through February 00, and projected out to the end of the year.
Their is a 2% increase in Solano Paratransit due to an increase in costs for FY 2000/01

Solano Transportation Authority
2000-01 Budget
Supplemental Information

GENERAL OPERATIONS	
<i>OPERATING Expenditures:</i>	
Salaries and benefits	\$460,003
Air Quality Salaries and Benefits	(\$18,638)
Solano Paratransit Salaries and Benefits	(\$7,500)
<i>STA Board Budget</i>	
Stipends	\$13,800
Board Meeting Expenses	\$1,200
<i>Services and Supplies</i>	
Legal Services	\$7,980
Personnel Services	\$5,500
Accounting Services	\$26,780
Audit Services	\$8,200
Office Lease	\$41,892
Property/Liability Insurance	\$3,500
Printing/Binding Services	\$10,000
Copy Machine Lease	\$10,000
AVA Administrative Services	(\$5,000)
<i>Other Services / Supplies</i>	\$29,647
Federal Lobbyist	\$25,000
Capital Needs	\$10,000
Education/Conference Budget	\$5,000
Reserve Account	\$30,000
Contingency	\$0
Net Operating Expenditures	\$657,364
<i>Source of Funding for Operations</i>	
TDA Planning and Administration	\$272,969
STP Planning	\$111,426
Gas Tax Contributions	<u>\$272,969</u>
Total Sources of Funding	\$657,364

PROJECT DEVELOPMENT	
<i>PROJECT DEVELOPMENT Expenditures:</i>	
Miscellaneous Project Development	<u>\$117,936</u>
Net Expenditures	\$117,936
<i>Source of Funding for Project Development</i>	
STP Funding	\$88,574.00
Project Development use of fund balance	<u>\$29,362.00</u>
Total Sources of Funding	\$117,936

OTHER PROGRAMS	
<u>JEPSON PARKWAY CONCEPT PLAN Expenditures:</u>	
Jepson Parkway Concept Plan	\$241,000
Net Expenditures	\$241,000
<u>Source of Funding for Program</u>	
STIP Funds	\$241,000
Total Sources of Funding	\$241,000
<u>SOLANOLINKS Expenditures:</u>	
SolanoLinks (Transit/Marketing/Planning)	\$90,000
SolanoLinks (Comp. Trans. Plan)	\$70,000
Net Expenditures	\$160,000
<u>Source of Funding for Program</u>	
State Transit Assistance (SolanoLinks)	\$160,000
Total Sources of Funding	\$160,000
<u>CNG BUS Expenditures:</u>	
Local Match for Bus Purchases (TFCA/STAF Grants)	\$200,000
Net Expenditures	\$200,000
<u>Source of Funding for Program</u>	
Local Match Section 3 Grant (STAF)	\$200,000
Total Sources of Funding	\$200,000
<u>ABANDONED VEHICLE ABATEMENT Expenditures:</u>	
Abandoned Vehicle Abatement Program	\$305,000
Administrative costs	\$5,000
AVA Computer Purchases	\$5,000
Net Expenditures	\$315,000
<u>Source of Funding for Program</u>	
Abandoned Vehicle Abatement	\$295,000
AVA Use Fund Balance	\$20,000
Total Sources of Funding	\$315,000
<u>AIR QUALITY Expenditures:</u>	
Allotted to cities	\$414,581
Admin - salaries and benefits	\$18,638
Net Expenditures	\$433,219
<u>Source of Funding for Program</u>	
BAAQMD/TFCA Program/Grant/Interest	\$321,871
BAAQMD-TFCA Program/Unallocated Funds	\$111,348
Total Sources of Funding	\$433,219
<u>SOLANO PARATRANSIT Expenditures:</u>	
Contract and Insurance	\$293,813
Administrative - salaries and benefits	\$7,500
Net Expenditures	\$301,313
<u>Source of Funding for Program</u>	
Solano Paratransit (TDA Funds) - Operations	\$264,313
TDA Funds - Administrative Costs	\$7,500
Solano Paratransit Fares	\$24,500
Solano Paratransit Gen Op Fund Balance	\$5,000
Total Sources of Funding	\$301,313

<u>CITYLINK Expenditures:</u>		
Contract and Insurance		<u>\$115,000</u>
	Net Expenditures	\$115,000
<u>Source of Funding for Program</u>		
YSAQMD/BAAQMD		\$95,000
Fares		<u>\$20,000</u>
	Total Sources of Funding	\$115,000
<u>HIGHWAY 12 MIS Expenditures:</u>		
Highway 12 MIS		<u>\$110,000</u>
	Net Expenditures	\$110,000
<u>Source of Funding for Program</u>		
MIS Funding		<u>\$110,000</u>
	Total Sources of Funding	\$110,000
<u>RAIL STATION Expenditures:</u>		
Fairfield/Suisun Rail Station		<u>\$591,000</u>
	Net Expenditures	\$591,000
<u>Source of Funding for Program</u>		
TCI Grant		<u>\$591,000</u>
	Total Sources of Funding	\$591,000



DATE: April 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director of Projects
RE: 2000-01 TDA Article 8 Claims

Background:

In order to draw down the recommended State Transit Assistance Funds (STAF) (\$200,000) and Transportation Development Act (TDA) funds (\$537,282) for the proposed 2000-01 Solano Transportation Authority (STA) Budget, the STA needs to submit a claim to the MTC. A resolution in support of the STAF and TDA funding requested in item VIII.A (2000-01 STA Budget) and approved by the STA Board is required by the MTC claims process.

Fiscal Impact:

\$200,000 STAF funds for the SolanoLinks Program and \$537,292 TDA funds for Operations and Solano Paratransit Operations. The 2000-01 STA budget includes allocation for these funds.

Recommendation:

Approve the attached resolution in support of the approved draw down of STAF and TDA funds for the proposed 2000-01 STA budget.

Attachment

RESOLUTION NO. 00-

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE
FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION
COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT
ACT/STATE TRANSIT ASSISTANCE FUNDS FOR FY 2000-01**

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2000-2001 for the purposes of operating Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel dated June 11, 1999.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriate TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA/STAF monies in Fiscal Year 2000-2001.

BE IT FUTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

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 12th day of April, 2000.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: April 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Eastern Solano CMAQ Funding

Background:

Pursuant to discussions with the Metropolitan Transportation Commission (MTC) regarding the equitable distribution of additional CMAQ revenue to Solano County, approximately \$700,000 was estimated in January as a possible remedy for TEA 21 overall funding. At the January STA TAC meeting, STA staff requested that the STA TAC develop a funding recommendation for \$700,000 in anticipation of the formal notification from MTC. After some discussion, the STA TAC voted unanimously to support a funding plan for an additional \$700K:

SPONSOR	PROJECT	FUNDING (000's)
Benicia	East Second St. Overlay	90
Solano County	Pleasants Valley Rd. (Cherry Glen to north of Foothill)	100
Dixon	North Fifth St./Nudd Way Overlay	50
Fairfield	Fairfield Road Overlay-TBD	95
Rio Vista	Drouin Dr. Overlay	40
Suisun City	Cordelia Rd.	60
Vacaville	Bella Vista Park & Ride Lot	170
Vallejo	Vallejo Road Overlay-TBD	<u>95</u>
	TOTAL	700

Discussion:

The final figure for Sacramento Area Council of Governments (SACOG) funds assigned to Eastern Solano CMAQ projects for TEA-21 has increased to \$999K. This figure is shown on an attachment from MTC regarding revenue-aligned budget authority (RABA) dividend revenue. This additional funding was attained through the efforts of Board member Jim Spering and MTC staff. Due to the source of funding, the STA priority of attempting to fully fund projects, and after reviewing the remaining unfunded and under funded projects, staff recommended to the STA TAC the balance of extra funds be allocated to the Bella Vista Park & Ride Lot project in Vacaville. On March 29, the STA TAC voted unanimously to support this recommendation.

Fiscal Impact:

None. These are in addition to other Cycle 2 /TEA 21 funds already programmed by the STA.

Recommendation:

Approve the above funding schedule including an additional \$299K for the Bella Vista Park & Ride Lot.

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%
TOTAL	\$ 34,000	100%	\$ 37,000	100%

* 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
<u>State Discretionary Matches</u>			
Vallejo Ferry		\$ 5,000	\$ 5,000
East Bay/San Jose rail ROW	\$ 12,000		\$ 12,000
TOTAL	\$ 34,000	\$ 37,000	\$ 71,000

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



DATE: April 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: STIP/CMAQ Match

Discussion:

At the February meeting, the STA TAC reviewed the State Transportation Improvement Program/Congestion Mitigation and Air Quality Improvement Program (STIP/CMAQ) match reserve program and voted to forward a list of four projects for match funding. These projects included:

<u>SPONSOR</u>	<u>PROJECT</u>	<u>FUNDING (000'S)</u>
Fairfield	Fairfield Transportation Center	172
Vacaville	Bella Vista Park & Ride	172
Vallejo	Sereno Bus Transfer and Park & Ride Lot	173
Solano County	Dixon to Davis Bike Route	<u>168</u>
	TOTAL	685

Last month STA staff estimated that there was approximately \$764,000 available for this program. After conferring with Metropolitan Transportation Commission (MTC) staff, it was confirmed there is only \$711,000 available for Cycle 2 CMAQ eligible projects. (The attachment shows CMAQ eligible projects and available STIP reserves). Therefore, there is only \$26,000 remaining for eligible projects. At the February STA TAC meeting, staff was asked to bring this item back for other possible additional project matches. Since February 23, STA staff has not been advised of any match needs by any agency for the remaining eligible projects. If the remaining STIP match reserve is not allocated, it will return to the county share and be included in the 2002 STIP. STA staff recommends that this is the most viable option given the complications associated with mixing STIP allocation dates with federal CMAQ obligation dates. The STA TAC voted unanimously to recommend STIP/CMAQ match funding for the four projects listed above and return the balance of \$26,000 to the county share for the 2002 STIP cycle.

Fiscal Impact:

None.

Recommendation:

Approve the funding of the four projects for STIP/CMAQ match program funding and return the balance of \$26,000 to the county share for the 2002 STIP cycle.

Attachment

**STIP CMAQ Match - Potential Projects
CMAQ Eligible Projects**

Sponsor	Project	Proposed STP/CMAQ Funding Request	STIP CMAQ Match Request (estimates)	Other Match (estimates)	Total Match (estimates)	TOTAL REQUEST	Other Match Source
Benicia	Park Road Bike Lane	\$ 160	\$ -	\$ 182	\$ 182	\$ 342	TDA/General Fund
Dixon	Lighted Crosswalks - Local Streets	\$ 58	\$ -	\$ 8	\$ 8	\$ 66	Redevelopment/Gas Tax
Fairfield	Fairfield Transportation Center - Phase II	\$ 1,328	\$ 172	\$ 1,468	\$ 1,640	\$ 2,968	TDA
Suisun City	Class 1 Path Bridge along Highway 12 at McCoy Creek	\$ 170	\$ -	\$ 23	\$ 23	\$ 193	Gas Tax
Vacaville	Bella Vista Park & Ride Lot	\$ 1,000	\$ 172	\$ 1,328	\$ 1,500	\$ 2,500	Local
Vacaville	Electric Vehicle Program	\$ 600	\$ -	\$ 150	\$ 150	\$ 750	Local
Vacaville	Purchase of CNG Vehicles	\$ 300	\$ -	\$ 40	\$ 40	\$ 340	YSAQMD
Vallejo	Mare Island Shuttle - Operations	\$ 140	\$ -	\$ 19	\$ 19	\$ 159	
Vallejo	Bus Maintenance Facility Rehabilitation Phase II	\$ 503	\$ -	\$ 65	\$ 65	\$ 568	
Vallejo	Sereno Bus Transfer and Park and Ride Lot	\$ 1,328	\$ 173	\$ -	\$ 173	\$ 1,501	
County of Solano	Dixon to Davis Bike Route - Runge Road and Tremont	\$ 1,287	\$ 168	\$ -	\$ 168	\$ 1,455	Road Fund
County of Solano	Abernathy Road - Linear Park Bike Path Connection	\$ 100	\$ -	\$ 13	\$ 13	\$ 113	Road Fund
YSAQMD	Regional Spare the Air Program	\$ 55	\$ -	\$ 7	\$ 7	\$ 62	YSAQMD

TOTAL \$ 7,029 \$ 685 \$ 3,303 \$ 3,988 \$ 11,017

STIP Reserve CMAQ Match Available	
FY 99/00	\$356
FY 00/01	\$178
FY 01/02	\$177
FY 02/03	\$178
FY 03/04	\$178
	<u>\$1,067</u>
Previous programmed	-356
Remaining Balance	\$711

12



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: MTC Planning and Modeling Grant

Discussion:

The STA has been successful in securing a special \$120,000 Planning and Modeling grant from MTC. This grant will be used over the next two years for the preparation of the Comprehensive Transportation Plan, Expenditure Plan and the development of the first phases of a multi-modal component for the Countywide Traffic model. This may include the possible development of an initial phase of a Geographic Information System (GIS) to better compile, analyze and display various transportation data.

These planning funds are in addition to our normal STP Planning funds that are provided each year. The additional funds will allow the STA to secure the necessary consultants and provide the needed technical work to complete our ambitious comprehensive planning effort now underway.

It is expected that this additional modeling (and the potential for developing a GIS system) will assist in developing improved long range projections for transit including various bus, rail and ferry services. It is believed that transit services will have to provide an increasingly larger share of the modal split as the some of the highways and freeways reach their capacity in the future. Better modeling will help the STA and its member agencies identify transit services with the greatest potential for ridership.

Attached is a portion of the terms, conditions, and scope of work for this grant.

Fiscal Impact:

None. These funds will be included as a new revenue source and divided equally in both the 2000-01 and 2001-02 STA budgets (\$60,000 for each year).

Recommendation:

Authorize the Executive Director to execute a special planning grant with MTC for \$120,000 over the next two years to prepare the Solano County Comprehensive Transportation Plan and expenditure plan develop a multi-modal component of the Countywide Traffic Model.

Attachment

Solano County Planning and Modeling Assistance
FTA GRANT FY 2000-01

AGREEMENT

WITNESS: This Agreement has been entered into by and between the

METROPOLITAN TRANSPORTATION COMMISSION
(hereinafter "MTC") and the

Solano Transportation Authority
(hereinafter "Subgrantee")

for the undertaking of the technical planning study entitled:

Planning and Modeling Assistance
(hereinafter "Project")

TERMS AND CONDITIONS

The Project shall be undertaken and accomplished in accordance with the terms and conditions specified herein or contained in the Appendices named below, which are attached hereto and by reference incorporated herein. Appendix A contains general provisions applicable to this Agreement. Appendix B identifies the Project Director and the function and composition of the Steering Committee. Appendix C describes the work program for the Project and the deliverable work products. Appendix D contains the Project Budget, by task, and identifies the funding sources.

The effective date of this Agreement shall be **July 1, 2000**. The Project shall be completed on or before **June 30, 2002**, and the Agreement shall terminate on **September 30, 2002**. The total of all expenses incurred in the performance of this contract shall not exceed the sum of one hundred fifty thousand dollars (**\$150,000**), of which one hundred twenty thousand (**\$120,000**) will be paid by MTC. Expenses in excess of \$75,000 shall not be incurred until issuance of a Notice to Proceed by MTC.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto:

**METROPOLITAN TRANSPORTATION
COMMISSION**

**SOLANO TRANSPORTATION
AUTHORITY**

By: _____
Lawrence D. Dahms
Executive Director, MTC

By: _____
Daryl Halls
Executive Director, STA

Dated:

APPENDIX C**WORK PROGRAM**

The tasks described below will be performed over a two-year period: FY 2000/01 and FY 2001/02.

<u>Task No.</u>	<u>Task/Subtask Description</u>
1.	Countywide Transportation Model

Work on the countywide transportation model will transition Solano County's current transportation model from one that is highway/ roads based to one that is multi-modal and reflects the mix of transportation options being studied as part of the STA's development of a comprehensive transportation plan and an expenditure plan.

Subtasks:

- Complete of current transportation model for the year 2025 (consistent with MTC's model).
- Initiate and complete evaluation of options for development of multi-modal transportation model.
- Collect and develop data for development of model.
- Develop first phases of multi-modal transportation model.

2.	Development of Comprehensive Transportation Plan/Expenditure Plan
----	--

The development of a 20-year comprehensive transportation plan and expenditure plan for Solano County will include completing new planning studies, needs assessment, refining project costs and updating several specific component plans (i.e., rail, inter-city bus, corridors studies, park n ride, and major arterials).

Subtasks:

- Perform needs assessment survey
- Refine project costs
- Prepare various sub-component plans
- Develop comprehensive transportation plan
- Develop expenditure plan

Deliverable Work Products

Progress Reports
Financial Reports
Countywide Model
Transportation/Expenditure Plan

Delivery Dates

Quarterly
Quarterly
June 30, 2001 or earlier if completed
June 30, 2002 or earlier if completed

APPENDIX D

PROJECT BUDGET

Task Budget

<u>Item No.</u>	<u>Description</u>	<u>SRTP</u>
1	Countywide Transportation Model	\$75,000
2	Comprehensive Transportation Plan/ Expenditure Plan	<u>\$75,000</u>
	Total	\$150,000

Source of Funds

FTA Technical Study Grant (80%)	\$120,000
Cash and/or In-Kind Services (20%)	<u>\$ 30,000</u>
Total	\$150,000

NOTE: Expenses in excess of \$75,000 shall not be incurred until issuance of a Notice to Proceed by MTC.



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Select Transportation Consultant for Solano County Comprehensive Transportation Plan

Discussion:

Staff recently requested proposals for a Transportation Consultant for the Comprehensive Transportation Plan. The consultant will initially be responsible for reviewing existing traffic studies, corridor plans and preparing a traffic analysis (Phase 1), and later for preparing the entire Arterials, Highways, Freeway element of the Comprehensive Transportation Plan (Phase 2).

Two proposals were received from the following firms:

- Fehr and Peers Associates, Inc.
Grandy and Associates
Mark Thomas & Co. Inc.
- Wilbur Smith and Associates
Nancy Whelen Consulting

On March 31, an interview panel consisting of Dale Pfeiffer, John Harris and Dan Christians interviewed the two groups of firms. It was the belief of the panel that both firms were well qualified. Staff is in the process of reviewing the references and will be recommending a consultant team at the April 12 STA Board meeting.

Fiscal Impact:

None. This amount was included in the revised 1999-00 STA Budget.

Recommendation:

Select a consultant and authorize the Executive Director to enter into a contract, not to exceed \$40,000 for Phase 1 of transportation consulting services for the Solano County Comprehensive Transportation Plan.



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: TEA Funds/Solano Bikeway TIP Amendment

Background:

On December 8, 1999, the STA Board approved a funding strategy for the Solano Bikeway project that included the commitment of up to \$700,000 of additional Transportation Enhancement Activity (TEA) money to fully fund the project.

Recently the City of Vallejo engineers for the project, DKS, received approval from the State Architect's Office to delete about half of the ADA landings because of the nature and location of the bikeway. Although this will save the project some funds, there will probably be some additional offsetting costs that will have to be included in the project budget before permits can be secured from Caltrans. These will include items such as additional retaining walls and grading adjacent to the existing slopes to meet current standards.

If there were any unexpended funds, they could be reprogrammed into other enhancement projects within the time limits established by MTC. The obligation date for 1999-00 programmed TEA funds is September 30, 2002.

Discussion:

A recent meeting was held with City of Vallejo, STA and the project engineer. A detailed schedule was presented to fully complete the plans and specifications and obtain permits from Caltrans by July 1, 2000. This is necessary in order to comply with the last time extension granted by the Bay Area Air Quality Management District.

In order to stay on schedule and commence construction later this year, the project needs to be administratively incorporated into the Transportation Improvement Program (TIP) as soon as possible and the necessary field review and authorization to proceed needs to be secured by this summer or early fall. Staff is hopeful that with the full commitment of the City of Vallejo, Caltrans, BAAQMD, and DKS, this project will be delivered this year.

MTC has advised the STA that there is currently \$312,000 of unallocated Solano TEA funds. With the completion of the recent MTC capital cycle of TLC funds on March 29, the STA TAC forwarded a recommendation to the STA Board requesting a Call for Projects be made to allocate all remaining funds. With the additional funding for the Solano Bikeway and this remaining unallocated TEA funding, the full \$1.5 million of Enhancements will be programmed.

Fiscal Impact:

None.

Recommendation:

1.) Approve \$700,000 of Solano Transportation Enhancement Funds for the Solano Bikeway Project; 2.) Request MTC to amend the Transportation Improvement Program (TIP) accordingly; and 3.) Approve a Call for Projects for the remaining \$312,000 of TEA-21 Solano Enhancements funds.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

April 12, 2000

Members: Deidre Heitman
MTC Transportation Planner/Analyst
1999 Harrison St., Suite 1700
Oakland, CA 94612-3500
Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

*Mailing address: 101 Eighth Street
Oakland, CA 94607-4700*

RE: Solano County Welfare to Work Program-Request for TEA-21 grant funding

Dear Ms. Heitman:

The Solano Transportation Authority (STA) would like to endorse the SolanoWORKs Transportation Planning Groups request for TEA-21 matching funds to implement the SolanoWORKs Countywide Emergency Transportation (SCETS) project.

The STA has been attending meetings of the STPG since October 1998. This group, consisting of the County of Solano, STA, transit operators, Solano Commuter Information, MTC, and other community partners has identified transportation needs through a recipient survey process and use of the Geographical Information Mapping provided to the county by MTC,. Recommendations have been submitted based on those findings.

Many recipients have unreliable transportation that is a contributing factor to loss of employment. Emergency transportation services will provide a safety net for those individuals and promote job retention. The SCETS project is one of many innovative and worthwhile projects recommended by STPG, and is consistent with the mission of the group. We support and recommend approval for funding of this project.

Should you have any further questions, regarding STA support of this project, please contact Daryl Halls at 707-422-6491.

Sincerely;

Dan Donahue, Chair
Council Member, City of Vallejo

CC: Solano County Community Service Coordinator
Ava Williams



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: 2000-01 Solano TFCA Program

Discussion:

The application deadline for the 2000-01 Transportation for Clean Fund Program was March 17, 2000. There will be approximately \$321,871 of new funds this year and about \$93,000 of fund balance for a total of about \$414,000 available for grants in the next fiscal year.

The following requests have been made:

<u>Sponsor</u>	<u>Project</u>	<u>TFCA Request</u>
Solano Commuter Information	BikeLinks printing, enhanced Vanpool services, guaranteed return trip, local employer program, public outreach, transit incentives, shared park and ride activities and SolanoLinks marketing.	\$200,000
California Maritime Academy	Purchase four electric police bikes	\$8,000
STA	City link Route 30 match	\$20,000
TOTAL REQUESTED		\$228,000

Because there is a remaining balance of approximately \$186,000, staff proposes that an additional Call for Projects be made in mid fiscal year 2000-01. On March 29, the STA TAC supported these funding requests.

Fiscal Impact:

None. These projects are entirely funded by a grant from the BAAQMD.

Recommendation:

Adopt a resolution approving a list of projects for the 2000-01 Solano Transportation Fund for Clean Air Program.

RESOLUTION 2000-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR CLEAN
AIR TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR FY 2000-01**

WHEREAS, some applications have been made for the FY 2000-01 funding cycle for the Solano Transportation Fund for Clean Air Program including requests from Solano Commuter Information, the California Maritime Academy and the STA; and

WHEREAS, the projects are consistent with the eligible categories and policies contained in the TFCA guidelines for 2000-01; and

WHEREAS, the STA TAC reviewed and supports the proposed projects; and

WHEREAS, the proposed projects support air quality objectives and will reduce air emissions; and

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby authorizes the Executive Director to submit the attached list of recommended proposals to BAAQMD for the Transportation Fund for Clean Air Program for FY 2000-01.

Dan Donahue
Chair

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of April, 2000.

Daryl K. Halls
Executive Director

Attachment A
to
Resolution for Transportation Fund for Clean Air Application to Bay Area Air Quality
Management District for FY 2000-01

Sponsor	Project	TFCA Request
Solano Commuter Information	BikeLinks printing, enhanced Vanpool services, guaranteed return trip, local employer program, public outreach, transit incentives, shared park and ride activities and SolanoLinks marketing.	\$200,000
California Maritime Academy	Purchase four electric police bikes	\$8,000
STA	Citylink Route 30 match	\$20,000
TOTAL REQUESTED/APPROVED		\$228,000
Unallocated		<u>\$186,581</u>
Total TFCA Funds Available for Grants for 2000-01		\$414,581



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Lobbyist Contract

Background:

As part of the STA Board's adoption of its FY 99/2000 budget, \$25,000 was allocated for retaining a federal lobbyist. The STA has not retained a lobbyist since 1998. The STA has traditionally retained a lobbyist to assist in the procurement of federal earmarks and this assistance was particularly successful in obtaining federal funds for the Jepson Parkway project (I-80 reliever route). Typically, the primary opportunity to obtain federal funds for highway projects is during the federal authorization process (ISTEA, TEA 21) which occurs approximately every six years. Occasionally there are opportunities for certain transit earmarks (Vallejo Ferry, Buses).

The past few months, STA staff has been advocating for funding for several Solano County transportation priority projects. The recent deliberations in Sacramento pertaining to a variety of transportation funding proposals (i.e., the Governor's 90 day transportation plan, Burton's SCA 3, the Assembly Republican's "Pay as you go" proposal, various proposals for funding for local roads, etc) heighten the importance of the STA retaining a lobbyist to identify and seize the opportunity to obtain state funding for Solano's transportation priorities.

A third arena of significant importance is the California Transportation Commission (CTC). Although the role of the Governor, the CTC, and Caltrans in determining overall transportation funding and project priorities has been reduced by the passage of SB 45, the CTC and Caltrans' headquarters still play a predominant role in determining the allocation of funding for Inter-regional projects.

Discussion:

With the wide range of transportation proposals and the potential for state and federal earmarks, staff is recommending the STA retain a lobbyist with familiarity and contacts within the Federal and State legislative processes and the CTC. There is a relatively limited amount of funding available in the STA budget to retain a lobbyist (\$25,000) and this is further complicated by the periodic need to have a presence in the previously stated three arenas of importance to the STA's transportation priorities.

Staff contacted three firms to request qualifications, compare relative costs, and to discuss transportation issues (Ferguson Group; Gerber, Shaw and Yoder; and Smith & Kempton). Based on a combination of their experience, positive working relationship with Solano County's state and federal legislators, familiarity with Solano County issues and priorities, responsiveness, and affordability, staff is recommending the STA contract with Gerber, Shaw and Yoder to provide lobbying services. It is further recommended the contract initially be limited to a six month time period with an expenditure limit of \$15,000. Gerber, Shaw and Yoder will provide this service at a monthly retainer rate of \$2,500. This timeframe will provide the STA with lobbying services through the development of the State Budget process and Federal allocation process, and provide STA with adequate time to evaluate the lobbying services being provided. If the volume of work for the contract exceeds the \$15,000 cap specified in the staff report, staff will reauthorize the allocation of additional funds, if necessary, for consideration by the STA Board.

Fiscal Impact:

The fiscal impact would be \$2,500 per month for a contract total of \$15,000. \$25,000 in funds is currently available in the STA's fiscal year budget to retain lobbying services.

Recommendation:

Authorize the Executive Director to enter into a contract for lobbying services with Gerber, Shaw and Yoder for a total of six months, not to exceed \$15,000.

Attachments



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director and Bob Grandy, Grandy and Associates
RE: Jepson Parkway Concept Plan and Plan Line

Background:

For the past nine months, STA staff and the project consultant team have been working with an STA Board subcommittee and staff from the four agencies along the proposed Jepson Parkway corridor (Fairfield, Solano County, Suisun City and Vacaville) to develop the Jepson Parkway Concept Plan. The draft Concept Plan was reviewed by the STA TAC in January and recommended for distribution for review and comment by the STA Board at their meeting on February 9, 2000. STA staff provided presentations on the Concept Plan at a Fairfield City Council workshop on February 26, 2000 and at the regular meetings of the Suisun City Council on March 21, 2000 and the Solano County Board of Supervisors and the Vacaville City Council meetings on March 28, 2000. Staff also attended a community workshop hosted by the City of Vacaville on February 23, 2000. All four agencies have indicated their support for the Concept Plan in its present form.

Over 100 hundred copies of the full Concept Plan and approximately 150 copies of the plan's executive summary have been distributed to date. Copies of the project plan line were distributed to Caltrans and the four agencies. Additional copies have been made available for public review. The Fairfield Daily Republic, the Vacaville Reporter and the Vallejo Time-Herald have provided extensive coverage of the Concept Plan.

On March 2, 2000, the STA's John Harris and Bob Grandy, the project's lead consultant, coordinated a successful field review for the project. Representatives from Caltrans, the Federal Highway Administration (FHWA), the four agencies on the corridor, and STA were in attendance. Mark Thomas (Mike Lohman), a member of the consultant team, is currently working to review and update the cost estimates for the ten project segments. This information will be discussed with the STA Subcommittee and Working Group in May/June and provided to the STA Board at a future meeting.

Discussion:

The official deadline for public comment has passed and a total of four written comments or e-mailed comments were received. STA staff has reviewed the comments and prepared written responses for review by the STA Board. Approval of the concept plan and plan line will enable the project consultant team (specifically Jones & Stokes) to initiate the environmental review (EIS/EIR) of the project. This review is anticipated to take 12 to 18 months.

STA staff is requesting adoption of the Jepson Parkway Concept Plan and project plan line by the STA Board. It is anticipated the Concept Plan and plan line will be revisited after completion of the environmental review process.

This month, the STA was notified that the Jepson Parkway Concept Plan has been selected as the recipient of a 2000 TRANNY Award by the California Transportation Foundation in the category of transportation management. The STA staff wishes to thank all of the members of the STA Board subcommittee, the project working group, the consultant team and members of the affected communities for their hard work and collaborative efforts in the development of the Jepson Parkway Concept Plan.

Recommendation:

1. Approve adoption of the Jepson Parkway Concept Plan and project plan line.
2. Authorize STA staff to initiate environmental review process.

Attachment

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

Agenda Item No.
March 28, 2000

TO: Honorable Mayor and City Council
Attention: John P. Thompson, City Manager

FROM: Dale I. Pfeiffer, Director of Public Works 

SUBJECT: RESOLUTION TO APPROVE USE OF THE PLAN LINE AND CONCEPT PLAN FOR LEISURE TOWN ROAD/JEPSON PARKWAY FROM ORANGE DRIVE TO VANDEN ROAD AS PLANNING TOOLS FOR POSSIBLE FUTURE PROJECTS ALONG LEISURE TOWN ROAD

DISCUSSION:

The City of Vacaville Public Works Department has developed a Plan Line for Leisure Town Road/Jepson Parkway pursuant to the direction given by the City Council in November 1999. The Plan Line provides for a four-lane roadway with a landscaped/left-turn access median. The Plan Line also provides an additional 25' right-of-way set back to create a landscaped buffer between 35' and 55' that offsets the new roadway away from existing homes on the west side of the street. The landscaped buffer begins at New Ulatis Creek and extends south to Alamo Drive. The adoption of a Plan Line is a step in the planning process which in no way commits the City Council to approve the projects under study by staff. During the planning process, staff will consider alternatives ranging from "no-build" to modification of the Plan Line under study. At a future date, staff will make a recommendation on each particular project. At that time, the City Council can either approve, modify, or reject the staff recommendation.

The primary purpose for adoption of the Plan Line under study is to make available Federal funding for future segments of the Leisure Town Road/Jepson Parkway project through Vacaville, should the City Council implement a staff recommendation to undertake the project at a future date.

Projects along the proposed Plan Line currently underway are stand-alone projects which will be functional whether or not the Leisure Town Road/Jepson Parkway project is ultimately implemented. These stand-alone projects do not commit the Council to constructing all or any portion of the Leisure Town Road/Jepson Parkway project under study.

The Solano Transportation Authority (STA) has developed a Concept Plan for Jepson Parkway, which extends from I-80 to State Route 12. The STA's Concept Plan is a very broad document that describes the entire parkway and addresses numerous transportation elements of the parkway. Vacaville's segment of this parkway, planned to allow local traffic the ability to travel within the County without using I-80, is incorporated in the City's Plan Line. The Concept Plan is the first step toward a combined Environmental Impact Report and Environmental Impact Statement (EIS/EIR) for the whole parkway. The combined EIS/EIR will be prepared by the STA. The Council will have opportunity to comment on this environmental document in about one year. The STA's Concept Plan is also important to secure future Federal grant funding for Vacaville's segment of the parkway.

If the Plan Line under study was ultimately implemented by future Council action, a sidewalk on the east side of the road would be installed if and when future development occurs in that area. Assuming implementation of such a project, only one property owner will be required to be

relocated and at least one other property owner will need to have the home on their property relocated with the current plan line.

A neighborhood meeting was held on February 23, 2000, with a neighborhood leader, Public Works, Community Development, and Police staff giving a presentation on the Plan Line and Concept Plan as well as fielding questions. There were more than one hundred residents present. There was very positive feedback from the residents who attended. A packet and questions and answers from the meeting are included in the Council packets. All comments were constructive and will help staff design a workable and livable project.

City staff will present the Plan Line for Leisure Town Road and Daryl Halls, STA's Executive Director, will present the Concept Plan for Jepson Parkway and how the larger project relates to Vacaville's portion of the parkway.

RECOMMENDATION:

By simple motion, that the City Council of the City of Vacaville adopt a resolution approving the use of the Plan Line and the Concept Plan for Leisure Town Road/Jepson Parkway from Orange Drive to Vanden Road as planning tools for possible future projects along Leisure Town Road.

RESOLUTION NO.

**RESOLUTION TO APPROVE USE OF THE PLAN LINE AND CONCEPT PLAN
FOR LEISURE TOWN ROAD/JEPSON PARKWAY
FROM ORANGE DRIVE TO VANDEN ROAD
AS PLANNING TOOLS FOR POSSIBLE FUTURE PROJECTS
ALONG LEISURE TOWN ROAD**

WHEREAS, in November 1999 the City Council of the City of Vacaville directed staff to develop a Plan Line for Leisure Town Road/Jepson Parkway which provides for a four-lane roadway, protected left turn access median, and a landscaped buffer offsetting the new roadway away from existing homes; and

WHEREAS, the preparation of a Plan Line is necessary in order for the City to be eligible to receive Federal funding for future segments of the Leisure Town Road/Jepson Parkway project; and

WHEREAS, the adoption of the Plan Line is a step in the planning process which in no way commits the City Council to approve the project under study by staff; and

WHEREAS, the Solano Transportation Authority (STA) has developed a Concept Plan for Jepson Parkway, which extends from I-80 to State Route 12, which is a very broad document that describes the entire parkway and addresses numerous transportation elements of the parkway; and

WHEREAS, the Concept Plan is the first step toward a combined Environmental Impact Report Environmental Impact Statement (EIS/EIR) for the whole parkway; and

WHEREAS, the combined EIS/EIR will be prepared by the STA and the City Council of the City of Vacaville will have opportunity to comment on this environmental document in about one year; and

WHEREAS, the STA's Concept Plan is also an important component for securing future Federal grant funding for Vacaville's segment of the parkway.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Vacaville does approve the use of the Plan Line and the Concept Plan for Leisure Town Road/Jepson Parkway from Orange Drive to Vanden Road as planning tools for possible future projects along Leisure Town Road.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the City Council of the City of Vacaville, held on the 28th day of March 2000, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST

Kathleen M. Andronico, City Clerk



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

COUNCIL

Mayor
George Polychrova
707.429.7395

Vice-Mayor
Harry T. Pico
707.429.6298

Councilmembers
707.429.6298

Jack Balson

Steve Lessler

Karin MacMillan

City Manager
Kevin O'Rourke
707.429.7400

City Attorney
Greg Stapaniach
707.429.7419

City Clerk
Sina Marrett
707.429.7384

City Treasurer
Oscar G. Royas, Jr.
707.429.7497

DEPARTMENTS

Community Services
707.429.7465

Finance
707.429.7496

Fire
707.429.7375

Human Resources
707.429.7394

Planning & Development
707.429.7461

Police
707.429.7551

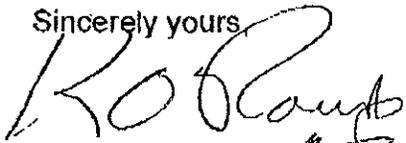
Public Works
707.429.7485

April 5, 2000

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

Dear Daryl:

At your request, I am sending you this letter to serve as an indication of the City of Fairfield's support regarding the Jepson Parkway Concept Plan. I understand this plan is due for STA Board approval on April 12th. As you know, you gave a presentation to the City Council, Planning Commission and members of the community at our all-day session on the City's General Plan. This was held on Saturday, February 26th. Following discussion, the Council members stated their support and concerns regarding the Jepson Parkway Concept. The City of Fairfield, therefore, supports the Jepson Parkway Concept Plan, as the preferred multi-mode of comprehensive approach towards planning a future transportation corridor. Fairfield looks forward to working with Solano Transportation Authority on this project further.

Sincerely yours,

KEVIN O'ROURKE
City Manager

eh

FAX TRANSMITTAL

COUNTY OF SOLANO

County Administrator's Office
580 Texas Street
Fairfield, CA 94533-6375
(707) 421-6100



MICHAEL D. JOHNSON
COUNTY ADMINISTRATOR

DATE: April 5, 2000
Number of Pages: 3

TO: Daryl Halls
Solano Transportation Authority

FROM: Maggie Jimenez
Solano County

Phone: 422-6491
Fax: 438-0656

Phone: (707) 421-6125
Fax: (707) 421-7975

REMARKS:

The following is the Agenda Item that went to the Board of Supervisors March 28, 2000 regarding the Jepson Parkway Draft Concept Plan. Please note the "APPROVED" stamp on the top right hand corner signifying approval by the Board.

The motion to endorse the plan was made by Supervisor Silva and seconded by Supervisor Carroll, and passed by a majority vote of 3-2; Supervisor Kromm and Chairwoman Kondylis voting no.

The minutes for the meeting of March 28th are not complete at this time, and I do hope this information will be sufficient to include in the agenda packet for the Solano Transportation Authority's meeting.

If there is a problem with this transmission please contact Maggie at (707) 421-6125

APPROVED

MAR 28 2000

BY *M. Gomez Deputy*
 CLERK OF THE BOARD



AGENDA SUBMITTAL TO SOLANO COUNTY BOARD OF SUPERVISORS

SUBJECT	BOARD MEETING DATE	AGENDA NUMBER
PRESENTATION ON THE JEPSON PARKWAY DRAFT CONCEPT PLAN	3-28-00	25
Department	TRANSPORTATION Contact: John Gray Phone: 6062	Supervisorial District Number 3,4 &5
Noticed/Published Hearing Required		Yes ___ No X

DEPARTMENTAL RECOMMENDATION: Review and endorse the Jepson Parkway Draft Concept Plan.

CAO RECOMMENDATION:
APPROVE DEPARTMENT RECOMMENDATION

SUMMARY: A Draft Corridor Concept Plan has been released by the Solano Transportation Authority (STA). Copies of the plan have previously been distributed to you. Staff and consultants to the STA will make a presentation on the plan at the Board meeting. Board endorsement of the plan is recommended.

DISCUSSION: The County has entered into a memorandum of understanding with the cities of Suisun City, Fairfield, and Vacaville and with the STA concerning the development of the Jepson Parkway (formerly called the Interstate 80 Reliever Route). The M.O.U. programs Federal and State funding for five segments of the parkway in addition to continuing support for two projects that were previously funded. Each of the five segments is to be covered by a cooperative agreement between the STA and the implementing jurisdiction. These agreements are to provide for a design concept consistent with the overall corridor identity as established in the Reliever Route Plan and the Corridor Concept Plan.

A Draft Corridor Concept Plan has now been prepared. It contains five elements. They are: 1) Transit, 2) Bicycle and Pedestrian, 3) Landscape, 4) Guide to Land Use/Design, and 5) Roadway Phasing and Management. The intent of the plan is to provide guidelines so that the four agencies in which the project is located can build their individual segments in a coordinated and

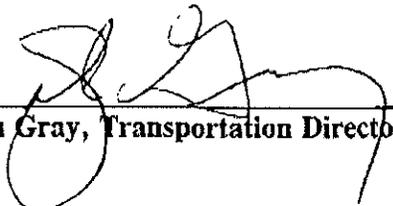
integrated manner.

ALTERNATIVES: 1) Endorse the plan as presented. 2) Suggest modifications as the Board sees fit.

OTHER AGENCY INVOLVEMENT: The County, the Cities of Suisun City, Fairfield, and Vacaville and the Solano Transportation Authority have all participated in developing the concept plan.

FINANCING: A project to extend two lanes of Leisuretown Road to intersect with Vanden Road has been completed. A project to improve the Peabody Road/Cement Hill Road/Vanden Road intersection is underway. A project to widen three bridges along Leisuretown Road in Vacaville has been funded. An additional \$28 million in State and Federal funding has been programmed for the five segments of the route designated in the MOU. Additional funds will be provided by the implementing agencies.

DEPARTMENT HEAD SIGNATURE:



John Gray, Transportation Director

3-6-00

Date

jepsonpln.agh



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: 2000 Legislative Report

Discussion:

In late February, STA staff joined Board member Jim Spering and a Metropolitan Transportation Commission (MTC) delegation from the Bay Area on a legislative trip to Sacramento. In early March, STA Chair Dan Donahue and STA staff participated in MTC's annual legislative trip to Washington D.C.

In March, the STA Board voted to request Solano County be removed from Senator Wes Chesbro's bill, SB 1506, that would create a separate Caltrans District for the North Bay counties of Napa, Solano and Sonoma. The Napa and Marin County CMA's have indicated their lack of support for the bill. Recently, Chesbro's staff has indicated their willingness to consider amendments to the bill that would focus on a study/evaluation of Caltrans District IV with the intent to improve efficiency and effectiveness of project delivery.

Recent discussions in Sacramento regarding SCA 3 and the Governor's previously proposed STIP augmentation and soon to be proposed 90 day transportation plan have overshadowed a number of bills relating to transportation. Two of these bills are summarized in this report, SB 1428 (Karnette) and AB 1612 (Torlakson)). The STA TAC has reviewed both of these bills and unanimously concurred with the staff recommendation. An updated copy of the STA's legislative matrix is also attached.

Recommendation:

1. Adopt position of support for SB 1428 (Karnette).
2. Adopt position of support for AB 1612 (Torlakson).

Attachments

STA LEGISLATIVE REPORT

Legislation: SB 1428 (Karnette)

Subject: Highways: freeway service patrols.

Status: Set for hearing in Senate Transportation on 4/4/2000.

Background:

Current law authorizes the operation of freeway service patrols, as defined, under memorandum of understanding (MOU) between the Department of the California Highway Patrol (CHP), the Department of Transportation (Caltrans), and regional entities. This law is scheduled to sunset on January 1, 2002. In the Bay Area, this MOU is between the CHP, Caltrans and the Metropolitan Transportation Commission (MTC). Currently, the regional the freeway service patrol program covers most of the Bay Area counties, but not Solano. This service is scheduled to be extended to Solano County along the I-80 corridor beginning the summer of 2001 (see agenda item IX.C).

Discussion:

SB 1428 (Karnette) would delete the sunset date and extend indefinitely the authority to operate freeway service patrols. With the increase in traffic congestion along the I-80 and I-680 corridors in Solano County, this service provides vital support for stalled or disabled vehicle that can help reduce the impact caused by incident related congestion along these vital regional corridors. Staff recommends support for SB 1428 in tandem with the staff recommendation to seek the acceleration of the timeframe for initiating the service in Solano County.

Recommendation:

SB 1428 (Karnette) – support

Attachment

CURRENT BILL STATUS

MEASURE : S.B. No. 1428
AUTHOR(S) : Karnette.
TOPIC : Highways: freeway service patrols.
HOUSE LOCATION : SEN

TYPE OF BILL :
Active
Non-Urgency
Non-Appropriations
Majority Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

LAST HIST. ACT. DATE: 03/14/2000
LAST HIST. ACTION : Set for hearing April 4.
COMM. LOCATION : SEN TRANSPORTATION
HEARING DATE : 04/04/2000

TITLE :. An act to amend Sections 2560.5, 2561.3, 2561.5, 2562, 2562.3, 2562.5, 2563, and 2564 of, to add Section 2565 to, and to repeal Sections 2563.5 and 2564.5 of, the Streets and Highways Code, relating to highways.

COMPLETE BILL HISTORY

BILL NUMBER : S.B. No. 1428
AUTHOR : Karnette
TOPIC : Highways: freeway service patrols.

TYPE OF BILL :
Active
Non-Urgency
Non-Appropriations
Majority Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

BILL HISTORY

2000

Mar. 14 Set for hearing April 4.
Feb. 24 To Com. on TRANS.
Feb. 4 From print. May be acted upon on or after March 5.
Feb. 3 Introduced. Read first time. To Com. on RLS. for assignment. To print.

BILL NUMBER: SB 1428 INTRODUCED
BILL TEXT

INTRODUCED BY Senator Karnette

FEBRUARY 3, 2000

An act to amend Sections 2560.5, 2561.3, 2561.5, 2562, 2562.3, 2562.5, 2563, and 2564 of, to add Section 2565 to, and to repeal Sections 2563.5 and 2564.5 of, the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 1428, as introduced, Karnette. Highways: freeway service patrols.

Existing law authorizes, until January 1, 2002, the operation of freeway service patrols, as defined, under a memorandum of understanding between the Department of the California Highway Patrol, the Department of Transportation, and regional or local governmental entities.

This bill would delete the repeal date specified above and would thus extend indefinitely the authority to operate freeway service patrols. The bill would make other, conforming changes in existing law relating to freeway service patrols.

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

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) California's freeway service patrols are a critical element in the state's efforts to keep our freeways safe and operating efficiently.

(b) Freeway service patrols provide an effective freeway congestion relief program on the state highway system.

(c) Los Angeles County pioneered the state's first freeway service patrol program in 1991, and, since that time, 11 programs have been implemented as a partnership between the Department of Transportation, the Department of the California Highway Patrol, and local and regional entities.

(d) Freeway service patrols, composed of teams of specially trained tow truck drivers, patrol 1,220 miles of California's most congested freeways, offering stranded motorists help that is free of charge and includes services such as changing a flat tire, "jump starting" a dead battery, taping hoses, refilling radiators, and providing a gallon of fuel or a tow to a safe location off the freeway.

(e) Since the state first implemented freeway service patrol programs on a demonstration basis in 1992, some 4.5 million motorists statewide have received assistance. Further, studies performed by the University of California at Berkeley's Institute for Transportation Studies, as required by the initial legislation, conclude that for every dollar invested in the program, the state receives from three dollars (\$3) to five dollars (\$5) back in benefits, including time savings.

(f) Accordingly, California's freeway service patrol programs, which were implemented initially as a demonstration program, merit

permanent status as part of the state's overall program to keep California's highways safe and free of traffic congestion.

SEC. 2. Section 2560.5 of the Streets and Highways Code is amended to read:

2560.5. The purpose of this chapter is to ~~implement~~ *provide for permanent implementation of* a freeway service patrol system on traffic-congested urban freeways throughout the state, involving a cooperative effort between state and local agencies.

SEC. 3. Section 2561.3 of the Streets and Highways Code is amended to read:

2561.3. The freeway service patrol *in any particular area* shall be operated pursuant to a memorandum of understanding between the Department of the California Highway Patrol, the department, and ~~a~~ *the appropriate* regional or local entity.

SEC. 4. Section 2561.5 of the Streets and Highways Code is amended to read:

2561.5. (a) Funding for the freeway service patrols established pursuant to this chapter shall be provided, upon *annual* appropriation, from the State Highway Account in the State Transportation Fund. In addition, the appropriate regional or local entity shall ensure that local resources are expended on freeway service patrols in an amount not less than 25 percent of the amount provided from the State Highway Account.

(b) In locations where there already is a freeway service patrol, the department shall coordinate and integrate the funds appropriated pursuant to this section into the existing program. In the allocation of these funds, no local entity ~~shall~~ *may* be penalized for having an existing freeway service patrol program.

(c) No state funding ~~shall~~ *may* be released prior to the execution of the memorandum of understanding developed ~~pursuant to subdivision (b) of~~ *under* Section ~~2561~~ 2561.3 .

(d) No program funded under this chapter ~~shall~~ *may* supplant emergency response towing services provided by the department as of January 1, 1992.

(e) *It is the intent of the Legislature that funding for programs funded under this chapter be consistent from year to year in order to facilitate the awarding of multiyear contracts between participating regional and local entities and providers of freeway patrol services.*

SEC. 5. Section 2562 of the Streets and Highways Code is amended to read:

2562. Funding for a freeway service patrol in a participating area shall be based 25 percent on the number of urban freeway lane miles in the participating area to the total number of freeway lane miles in all the participating areas, 50 percent on the basis of the ratio of the population of the participating area to the total population of all the participating areas, and 25 percent on the basis of traffic congestion as ascertained by the department pursuant to the most recent Statewide Highway Traffic Congestion Monitoring Program.

~~The department, in cooperation with participating agencies, shall review the formula created in this section and report to the Legislature on or before June 30, 1993, on recommendations regarding possible revisions.~~

SEC. 6. Section 2562.3 of the Streets and Highways Code is amended to read:

2562.3. In determining the ~~first year's~~ *annual* funding allocation , regional or local entities shall apply to the department ~~within three months~~ *of the effective date of this chapter.* ~~If a county that otherwise~~

~~qualifies for funds does not complete an application that assures local expenditures as required by Section 2561.5, its allocated funds shall be distributed on a pro rata basis to other qualifying counties that are receiving funds in accordance with program guidelines .~~

SEC. 7. Section 2562.5 of the Streets and Highways Code is amended to read:

2562.5. Each tow truck participating in a freeway service patrol shall bear a logo comprised of, at a minimum, a circle, a triangle, and a tow truck silhouette, with the words "Freeway Service Patrol," which identifies the Department of the California Highway Patrol and the department, and, at the option of the entity, the participating regional or local entity. Participating regional or local entities may place ~~a~~ *an approved* logo on participating tow trucks.

SEC. 8. Section 2563 of the Streets and Highways Code is amended to read:

2563. Tow truck drivers and employers participating in a freeway service patrol pursuant to this chapter are subject to *the standards and qualifications established under Article 3.3* (commencing with Section 2430) of Chapter 2 of Division 2 of the Vehicle Code.

SEC. 9. Section 2563.5 of the Streets and Highways Code is repealed.

~~2563.5. The department, in cooperation with the Department of the California Highway Patrol and participating regional and local entities, shall develop criteria to be used to evaluate the freeway service patrol system established pursuant to this chapter.~~

~~The department, in cooperation with those entities, shall prepare a report on the system, using the criteria developed pursuant to this section, and shall submit the report to the Legislature on or before July 1, 1994. The report shall be prepared in cooperation with the Emergency Roadside Assistance Advisory Committee created by Section 2437 of the Vehicle Code, and shall include a review of local expenditures made pursuant to Section 2561.5.~~

SEC. 10. Section 2564 of the Streets and Highways Code is amended to read:

2564. Not more than 2 percent of the state funds appropriated for purposes of this chapter shall be used for administrative overhead *expenses or purposes* by state agencies. No state funds shall be used for administrative purposes by the participating local and regional entities.

SEC. 11. Section 2564.5 of the Streets and Highways Code is repealed.

~~2564.5. This chapter shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, which becomes effective on or before January 1, 2002, deletes or extends the date.~~

SEC. 12. Section 2565 is added to the Streets and Highways Code, to read:

2565. The department, the Department of the California Highway Patrol, and participating regional and local entities shall develop and periodically update guidelines for program operations, as those guidelines and updates may be required.

STA LEGISLATIVE REPORT

Legislation: AB 1612 (Torlakson)

Subject: Transportation: transit assistance: local street improvement

Status: Senate Transportation

Background:

Contra Costa Assembly Member Tom Torlakson's bill would create the Neighborhood Street Improvement and Transit Assistance Account and require the State Controller to allocate \$200 million to this account from the State's General Fund. This account would allocate the funds in the following manner: 50% to the Public Transit Account, 25% allocated to cities, and 25% allocated to counties. In addition, the bill establishes the Neighborhood Street Improvement Account as a continuously appropriated account in the State Transportation Fund. This annual allocation would be split between counties (50%) and cities (50%).

Discussion:

This legislation is one of several bills that propose various methods for allocating State General Funds for transportation purposes. Both the League of California Cities (LOCC) and the California State Association of Counties (CSAC) are in support of AB 1612, although both associations are requesting the amount of annual allocated funds be increased from \$200 million to \$500 million.

The maintenance of local roads is a priority for local government and transportation agencies in Solano County and throughout California. This bill targets one of the many transportation funding shortfalls for Solano County. Staff recommends the STA adopt a position in support of AB 1612.

Recommendation:

AB 1612 (Torlakson) - support

Attachment

CURRENT BILL STATUS

MEASURE : A.B. No. 1612
AUTHOR(S) : Torlakson and Florez (Principal coauthor: Longville)
(Principal coauthor: Senator Karnette).
TOPIC : Transportation: transit assistance: local street
improvement.
HOUSE LOCATION : SEN
+LAST AMENDED DATE : 03/14/2000

TYPE OF BILL :
Active
Non-Urgency
Appropriations
2/3 Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

LAST HIST. ACT. DATE: 03/14/2000
LAST HIST. ACTION : From committee chair, with author's amendments: Amend,
and re-refer to committee. Read second time, amended,
and re-referred to Com. on TRANS.
COMM. LOCATION : SEN TRANSPORTATION
COMM. ACTION DATE : 08/17/1999
COMM. ACTION : Set, second hearing. Hearing cancelled at request of
author.

TITLE : An act to add Section 12435 to the Government Code, and
to add Section 7104 to the Revenue and Taxation Code,
relating to transportation, and making an appropriation
therefor.

COMPLETE BILL HISTORY

BILL NUMBER : A.B. No. 1612
 AUTHOR : Torlakson
 TOPIC : Transportation: transit assistance: local street
 improvement.

TYPE OF BILL :

- Active
- Non-Urgency
- Appropriations
- 2/3 Vote Required
- Non-State-Mandated Local Program
- Fiscal
- Non-Tax Levy

BILL HISTORY

2000

Mar. 14 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.
 Jan. 6 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

1999

Aug. 18 In committee: Set, second hearing. Hearing canceled at the request of author.
 Aug. 17 Joint Rule 61 (a) suspended.
 July 7 In committee: Hearing postponed by committee.
 June 24 In committee: Set, first hearing. Hearing canceled at the request of author.
 June 22 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.
 June 7 Referred to Com. on TRANS.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 2 Read third time, passed, and to Senate. (Ayes 60. Noes 20. Page 2278.)
 June 1 Read second time. To third reading.
 May 28 From committee: Amend, and do pass as amended. (Ayes 14. Noes 7.) (May 26). Read second time and amended. Ordered returned to second reading.
 May 12 In committee: Set, first hearing. Referred to APPR. suspense file.
 Apr. 22 From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 2.) (April 21).
 Apr. 13 From committee: Do pass, and re-refer to Com. on L. GOV. Re-referred. (Ayes 12. Noes 3.) (April 12).
 Apr. 8 Re-referred to Com. on TRANS.
 Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Mar. 22 Referred to Coms. on TRANS. and L. GOV.
 Mar. 1 Read first time.
 Feb. 28 From printer. May be heard in committee March 30.
 Feb. 26 Introduced. To print.

BILL NUMBER: AB 1612 AMENDED
BILL TEXT

AMENDED IN SENATE MARCH 14, 2000
AMENDED IN SENATE JANUARY 6, 2000
AMENDED IN SENATE JUNE 22, 1999
AMENDED IN ASSEMBLY MAY 28, 1999
AMENDED IN ASSEMBLY APRIL 6, 1999

INTRODUCED BY Assembly Members Torlakson and Florez
 (Principal coauthor: Assembly Member Longville)
 (Principal coauthor: Senator Karnette)

FEBRUARY 26, 1999

An act to add Section 12435 to the Government Code, and to add Section 7104 to the Revenue and Taxation Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 1612, as amended, Torlakson. Transportation:
~~congestion relief-~~ transit assistance : local
~~road~~ street improvement.

The Sales and Use Tax Law provides for the allocation of the revenues derived from the taxes imposed under that law for various specific purposes, with the balance being allocated to the General Fund. It specifically provides for the allocation to the Public Transportation Account in the State Transportation Fund of those state sales and use tax revenues derived from the application of sales and use tax to that portion of the price of motor vehicle fuel resulting from the increase after December 31, 1989, in the rate of state motor vehicle fuel taxes.

This bill would create the ~~Transportation Congestion Relief and Local Road Improvement~~ Neighborhood Street Improvement and Transit Assistance Account (hereafter the first account) as a continuously appropriated account in the State Transportation Fund.

The bill would require the Controller to transfer ~~—on a quarterly basis,~~ the amount of ~~—\$100,000,000~~ \$200,000,000 per year from the General Fund to the first account, as specified, and would thereby make an appropriation. This provision would not apply in any quarter during which the Governor has proclaimed a state of emergency and declared that the emergency will result in a significant negative fiscal impact to the General Fund.

The bill would require the Controller to allocate the money in the first account on a quarterly basis, except as specified, with 50% allocated to the Public Transportation Account, 25% allocated to counties, including a city and county, in accordance with certain formulas, and 25% allocated to cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state.

The bill would create the Neighborhood Street Improvement Account (hereafter the second account) as a continuously appropriated account in the State Transportation Fund.

The bill would require the State Board of Equalization, in consultation with the Department of Finance, to estimate, on a quarterly basis, the revenues, less refunds, derived during the previous quarter from application of sales and use tax to that portion of the price of motor vehicle fuel resulting from imposition

of the federal tax on gasoline and imposition of the tax on motor vehicle fuel under the Motor Vehicle Fuel License Tax Law. The estimate would not include the revenues derived from the application of sales and use tax to that portion of the price of motor vehicle fuel resulting from the increase after December 31, 1989, in the rate of state motor vehicle fuel taxes. The bill would require the board to inform the Controller, in writing, of the amount estimated as specified.

The bill would require the Controller to transfer, on a quarterly basis, the amount estimated as specified above from the General Fund to the second account, and would thereby make an appropriation. This provision would not apply in any quarter during which the Governor has proclaimed a state of emergency and declared that the emergency will result in a significant negative fiscal impact to the General Fund.

The bill would require the Controller to allocate the money in the second account on a quarterly basis, with 50% allocated to counties, including a city and county, in accordance with certain formulas, and 50% allocated to cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state.

The provisions of the bill would become operative on the date that Senate Constitutional Amendment 3 of the 1999-2000 Regular Session is approved by the voters to authorize the imposition of an additional sales and use tax for the funding of transportation in certain counties.

Vote: 2/3. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. This act shall be known and may be cited as the Neighborhood Street Improvement and Transit Assistance Act.

SEC. 2. Section 12435 is added to the Government Code, to read:

~~12435. (a) The Transportation Congestion Relief and Local Road Improvement Account is hereby created in~~

12435. (a) The Neighborhood Street Improvement and Transit Assistance Account is hereby created in the State Transportation Fund. Notwithstanding Section 13340, all money in the account is hereby continuously appropriated, without regard to fiscal years, to the Controller for allocation in accordance with subdivision (c).

(b) Except as provided in subdivision (f), the ~~Controller~~ shall transfer, on a quarterly basis, the amount of one hundred million dollars (\$100,000,000) from the General Fund to the account.

Controller shall transfer the amount of two hundred million dollars (\$200,000,000) per year from the General Fund to the account. The transfers shall be made on a quarterly basis, with four transfers of fifty million dollars (\$50,000,000) each per year.

(c) The Controller shall allocate the money in the account on a quarterly basis as follows:

(1) Fifty percent to the Public Transportation Account, a trust fund in the State Transportation Fund. Funds transferred under this paragraph shall be appropriated by the Legislature as follows:

(A) To the Department of Transportation, 50 percent for purposes of subdivision (a) or (b) of Section 99315 of the Public Utilities Code.

(B) To the Controller, 25 percent for allocation pursuant to

Section 99314 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99314 of the Public Utilities Code.

(C) To the Controller, 25 percent for allocation pursuant to Section 99313 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99313 of the Public Utilities Code.

(2) Twenty-five percent to counties, including a city and county, in accordance with the following formulas:

(A) Seventy-five percent of the funds payable under this paragraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent of the funds payable under this paragraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this subparagraph, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(3) Twenty-five percent to cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state.

(d) Funds received under paragraph (2) or (3) of subdivision (c) shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(1) In the case of a city, into the city gas tax fund.

(2) In the case of a county, into the county road fund.

(3) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for transportation purposes.

(e) No city, county, or city and county, may use any allocation made to that entity under paragraph (2) or (3) of subdivision (c) for any purposes other than those authorized to be funded under Article XIX of the California Constitution.

(f) Subdivision (b) does not apply in any quarter during which the Governor has proclaimed a state of emergency and declared that the emergency will result in a significant negative fiscal impact to the General Fund.

~~SEC. 2. Section 1-~~

SEC. 3. Section 7104 is added to the Revenue and Taxation Code, to read:

7104. (a) The Neighborhood Street Improvement Account is hereby created in the State Transportation Fund. Notwithstanding Section 13340 of the Government Code, all money in the account is hereby continuously appropriated, without regard to fiscal years, to the Controller for allocation in accordance with subdivision (c).

(b) Except as provided in subdivision (f), all of the following shall occur on a quarterly basis:

(1) The State Board of Equalization, in consultation with the Department of Finance, shall estimate the revenues, less refunds, derived during the previous quarter under this part at the 4 3/4-percent rate that resulted from imposition of the federal tax on gasoline and imposition of the tax on motor vehicle fuel under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301)). The estimate may not include the revenues described in paragraph (2) of subdivision (a) of Section 7102.

(2) The State Board of Equalization shall inform the Controller, in writing, of the amount estimated under paragraph (1).

(3) The Controller shall transfer the amount estimated under

paragraph (1) from the General Fund to the account.

(c) The Controller shall allocate the money in the account on a quarterly basis as follows:

(1) Fifty percent to counties, including a city and county, in accordance with the following formulas:

(A) Seventy-five percent of the funds payable under this paragraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent of the funds payable under this paragraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this subparagraph, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(2) Fifty percent to cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state.

(d) Funds received under subdivision (c) shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(1) In the case of a city, into the city gas tax fund.

(2) In the case of a county, into the county road fund.

(3) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for transportation purposes.

(e) No city, county, or city and county, may use any allocation made to that entity under subdivision (c) for any purposes other than those authorized to be funded under Article XIX of the California Constitution.

(f) Paragraph (3) of subdivision (b) does not apply in any quarter during which the Governor has proclaimed a state of emergency and declared that the emergency will result in a significant negative fiscal impact to the General Fund.

SEC. 4. Sections 2 and 3 of this act shall become operative on the date that Senate Constitutional Amendment 3 of the 1999-2000 Regular Session is approved by the voters to authorize the imposition of an additional sales and use tax for the funding of transportation in certain counties.



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Freeway Service Patrol Program

Discussion:

MTC operates the Freeway Service Patrol with regional funds including those generated from the population of Solano County. Currently operating in 7 of the 9 Bay Area counties (Solano and Napa counties excluded), this service provides continuous towing to relieve congestion problems along most of the Bay Area freeways.

MTC staff indicates that service will eventually be provided along I-80 in Solano County beginning in summer 2001. Because of our special Sunday evening peak hour back up along west bound I-80, special Sunday services will be provided. MTC states that it takes about nine months to commence the service in a new area once it is authorized by MTC.

Staff believes that this service is long overdue in Solano County and should be accelerated as soon as possible, particularly because of our significant weekend congestion problems, regional funds are used to provide this service, and the significant traffic along the I-80 and I-680 corridors.

Fiscal Impact:

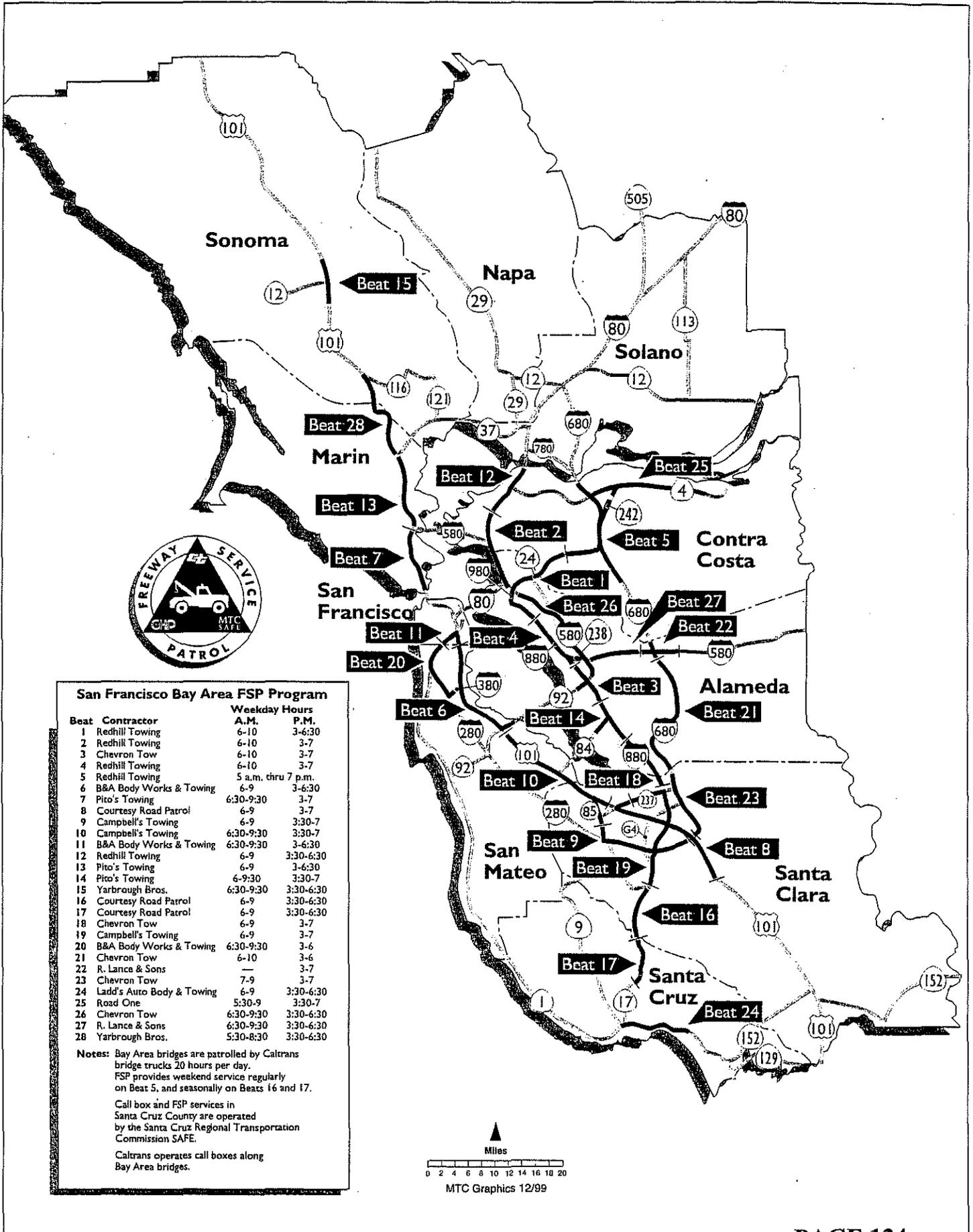
None

Recommendation:

Authorize the STA Chair to submit a letter to MTC supporting Acceleration of the Freeway Service Patrol Program for Solano County.

Attachment

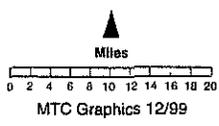
Bay Area Freeway Service Patrol Beat Limits



San Francisco Bay Area FSP Program

Beat	Contractor	Weekday Hours	
		A.M.	P.M.
1	Redhill Towing	6-10	3-6:30
2	Redhill Towing	6-10	3-7
3	Chevron Tow	6-10	3-7
4	Redhill Towing	6-10	3-7
5	Redhill Towing	5 a.m. thru 7 p.m.	
6	B&A Body Works & Towing	6-9	3-6:30
7	Pito's Towing	6:30-9:30	3-7
8	Courtesy Road Patrol	6-9	3-7
9	Campbell's Towing	6-9	3:30-7
10	Campbell's Towing	6:30-9:30	3:30-7
11	B&A Body Works & Towing	6:30-9:30	3-6:30
12	Redhill Towing	6-9	3:30-6:30
13	Pito's Towing	6-9	3-6:30
14	Pito's Towing	6-9:30	3:30-7
15	Yarbrough Bros.	6:30-9:30	3:30-6:30
16	Courtesy Road Patrol	6-9	3:30-6:30
17	Courtesy Road Patrol	6-9	3:30-6:30
18	Chevron Tow	6-9	3-7
19	Campbell's Towing	6-9	3-7
20	B&A Body Works & Towing	6:30-9:30	3-6
21	Chevron Tow	6-10	3-6
22	R. Lance & Sons	—	3-7
23	Chevron Tow	7-9	3-7
24	Ladd's Auto Body & Towing	6-9	3:30-6:30
25	Road One	5:30-9	3:30-7
26	Chevron Tow	6:30-9:30	3:30-6:30
27	R. Lance & Sons	6:30-9:30	3:30-6:30
28	Yarbrough Bros.	5:30-8:30	3:30-6:30

Notes: Bay Area bridges are patrolled by Caltrans bridge trucks 20 hours per day. FSP provides weekend service regularly on Beat 5, and seasonally on Beats 16 and 17. Call box and FSP services in Santa Cruz County are operated by the Santa Cruz Regional Transportation Commission SAFE. Caltrans operates call boxes along Bay Area bridges.





DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Napa Valley Passenger Rail Study

Discussion:

The Napa County Transportation Planning Agency (NCTPA) is proposing to conduct the "Napa Valley Passenger/Freight Rail Study". It would analyze the potential for passenger rail service between Calistoga and the City of Vallejo, with possible connections from American Canyon to Suisun City along the Northern California Railroad line adjacent to Highway 12.

NCTPA has submitted letters to Congressman Mike Thompson, State Senator Wesley Chesbro and Assemblymember Patricia Wiggins, requesting \$150,000 of funding for this study.

On March 23, 2000, the STA's Transit Subcommittee recently heard a presentation from Mike Zdon of the NCTPA, and they unanimously supported this planning effort and the STA's involvement in the study. The STA TAC also supported this study at their March 29 meeting.

Fiscal Impact:

None

Recommendation:

Authorize the STA Chair to submit a letter to: 1.) Support the Napa Valley Passenger Rail Study and 2.) Endorse the proposed funding source and request that the STA be included in the study.

Attachment



1804 Soscol Ave., Suite 200 • Napa, CA 94559-13
 Tel: (707) 259-86
 Fax: (707) 259-86

**Also Sent To: Senator Wesley Chesbro
 Assemblymember Patricia Wiggins**

January 12, 2000

Mike Thompson
 Congressman 1st District
 1040 Main Street Suite 101
 Napa, CA 94559

RE: Request for support in identifying funding for the NCTPA Passenger/Freight Rail Study.

Dear Congressman Thompson:

On November 17, 1999 the NCTPA Board approved a Strategic Transportation Plan (STP) setting policy and funding priorities for highways streets and roads, transit and paratransit, rail, and bicycle improvements in the Napa region. We have sent you (under separate cover) a copy of the STP.

The STP is the culmination of a yearlong effort involving citizens, agencies, organizations and business representatives. One item of consensus to come out of the planning effort is the need to review the potential for additional freight and passenger rail in the Napa Valley.

As you know the existing rail network in Napa County includes freight rail connections to Solano County through Jameson Canyon (Union Pacific Railroad/California Northern Railroad), Sonoma County (Northwestern Pacific Railroad Authority) and within the Napa Valley (Napa Valley Wine Train/NVWT).

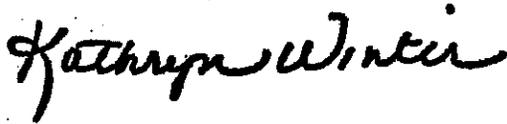
NCTPA has directed staff to: (1) investigate the possibility of acquiring the abandoned railroad R.O.W. between St. Helena and Calistoga to insure its preservation as a long term transportation resource, (2) seek funding opportunities to study the potential cost effectiveness of a Calistoga to Vallejo passenger rail service for commute-or tourist related travel, and (3) reduce the volume of freight traffic on Upvalley roadways (SR/29-Silverado Trail) by identifying opportunities for additional rail freight service.

The Draft Scope of Work for consultant support (being prepared for NCTPA Board review) has preliminarily estimated study cost at \$150,000. The NCTPA Passenger/Freight Rail Study would determine the feasibility for enhanced freight and passenger service by; forecasting patronage for weekday and/or weekend travel, determining environmental issues and community acceptability, reviewing R.O.W.

issues, identifying track and equipment capital costs, determining station locations, reviewing necessary trackage rights agreements, and developing a conceptual operating plan.

It is our intent to resolve the issue of additional freight and passenger rail in Napa Valley through completion of this comprehensive study. We are requesting your help in securing funds to accomplish this task. Please call me or Mike Zdon, NCTPA Executive Director, at 707 259-8634 if we can elaborate on this important issue.

Sincerely,



Kathryn Winter
Chair NCTPA

cc: Dave Parkinson, CEO Park Sierra Rail Group
Gene Shepard, GM California Northern Railroad
R.W. Bob Gill, California Northern Railroad
Jerome Kuykendall Northwestern Pacific Railroad Authority
Vince DeDomenico, NVWT
Bob Maxfield, Calistoga
Ken Johanson, Napa County Public Works Director
Mike O'Bryon, City of Napa Public Works Director
Mark Akaba, City of Vallejo Public Works Director
NCTPA Board Members

Draft Scope of Work

(February 5, 2000/version)

Napa Valley Passenger/Freight Rail StudyINTRODUCTION

In November of 1999 the NCTPA Board adopted the Strategic Transportation Plan. The rail element of the plan directed the staff to (1) investigate the possibility of acquiring the abandoned railroad R.O.W. between St. Helena and Calistoga to ensure its preservation as a long-term transportation resource, (2) seek funding opportunities to study the potential cost effectiveness of a Calistoga to Vallejo passenger rail service for commute-or tourist related travel, and (3) reduce the volume of freight traffic on upvalley roadways, including SR/29 and the Silverado Trail, by identifying opportunities to make greater use of the existing rail line for freight service.

STUDY OBJECTIVES

1. To determine the cost effectiveness of passenger rail service for commute and/or visitor related travel on existing rail (and abandoned R.O.W.) from Vallejo to Calistoga.
2. To determine the economic feasibility of enhancing freight activity to reduce truck traffic on SR/29.
3. To examine the potential for long range passenger rail connections to Sonoma and Solano Counties.
4. To prepare a cost comparison of rail verses bus service from Vallejo to Calistoga.

Work Elements

1.0 Establish Institutional Approach for Study Development

Coordinate Rail Study Group as appointed by the NCTPA Board.

Define Study Service Area (evaluate potential rail connection potential to Solono/Sonoma via Napa Junction as well as connection to the Vallejo Ferry).

Establish a schedule for citizen, agency and organization input

Review Scope of Work and recommend change as necessary

2.0 Rail R.O.W. Ownership

Establish contact person for individual rail owners and operators.

Document rail R.O.W. ownership and list lease agreements currently in existence.

Review ownership and easements along the abandoned R.O.W from St. Helena to Calistoga.

Recommend approach, feasibility, and potential cost of returning abandoned R.O.W. to public ownership.

3.0 Track, Bridges, Structures, Grade Crossings

Inventory existing track, bridges, and structures.

List existing grade crossings by type

Based on operational analysis (task 5.0) determine capital improvements necessary track, bridges, structures, and grade crossings.

4.0 Stations

Based on land use, population, and visitor related activities, and working with NCTPA member agencies determine the optimum locations for rail stations. At a minimum review stations in:

- Calistoga
- St. Helena
- Yountville
- Napa/Trancas-Redwood
- Napa/Downtown/Soscoll
- Napa South/Airport
- American Canyon and American Canyon Proposed Town Center (Fairfield Line)
- Vallejo Ferry Terminal

Develop conceptual rendering of a prototype design for a limited use station (e.g. platform and awning) and a multimodal station (structure).

Determine capital cost for stations and R.O.W. needed for station development.

Identify specific environmental and community concerns relative to station locations.

5.0 Equipment

Evaluate options for rail equipment (engines and passenger vehicles).

Determine most cost-effective motive power (diesel/electric/natural gas)

Recommend a vehicle type.

Determine the capital and maintenance cost of rail equipment.

Recommend a schedule for purchase of equipment.

Outline grant opportunities for equipment purchase.

6.0 Patronage Analysis

Review the potential for both commute and/or visitor related passenger rail trips.

Separate passenger estimates by weekday and weekend

Prepare a demand elasticity estimate for patronage by a minimum of three fare levels.

Recommend fare collection method (barrier free/ticket/pass etc)

Estimate capital cost for the collection of revenues.

Review potential for private/public partnership for visitor related travel.

7.0 Analysis

Develop operating scenarios for both midweek and visitor related weekend services.

Compare rail operational cost with SR/29 core transit service, and evaluate the potential for rail replacement of core bus service.

Produce draft rail transit schedule.

Recommend shuttle options to and from key stations

Prepare annual operational budget

8.0 Freight Enhancement Analysis

Document existing level of freight operation by carrier.

Detail potential products for freight carriers

Recommend Freight enhancement policies and actions for NCTPA member agencies.

9.0 Financial Analysis

Prepare draft passenger rail operating budget.

List necessary capital start up costs

Make determination of overall feasibility and cost-effectiveness of a commute/and or visitor related rail passenger service.

Detail private-public operational opportunities.

10.0 Environmental Consideration

Complete an initial environmental assessment of a passenger rail operation.



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Highway 12 Request for Proposals

Background:

Caltrans District 4 was awarded a \$110,000 State Planning and Research Discretionary Planning grant to prepare a Major Investment Study (MIS) (or equivalent) for Highway 12. Some prior studies have been prepared on various portions of Highway 12 and this will be an opportunity to compile and update them into a long-range improvement plan for future state and federal funding. At the February 9 STA Board meeting the Chair was authorized to appoint a Subcommittee to oversee and provide policy direction on the study.

Discussion:

Caltrans has requested the STA to take a lead on this study and for MTC to disburse the funds. The Subcommittee will probably be meeting in May and staff recommends having a consultant retained by that time. The STA and Caltrans have been developing a preliminary scope of work (see attached) and a Request for Proposals should be released as soon as possible. Julian Carroll is the lead Caltrans District 4 staff assigned to this study.

This study will focus on the long-term needs of Highway 12 in Solano County, from I-80 to the Sacramento River. A committee of STA TAC members from the same communities will also be formed to provide technical support. The study is expected to take at least one year. The results will also be beneficial to the preparation of the Solano County Comprehensive Transportation Plan.

Fiscal Impact:

No impact to the STA budget. The study will be paid entirely from the State Planning and Research Discretionary Planning grant obtained by Caltrans District 4.

Recommendation:

Authorize STA staff to release a Request for Proposals for the Highway 12 MIS Study.

Route 12 MIS-General issues

- ◆ **Structure and Process for MIS**
- ◆ Alternative Analysis Issues-Improve existing route vs. new construction or widening issues.
- ◆ MIS guidelines-what methodology is required
- ◆ Solano/San Joaquin County Line Issues
- ◆ Agency Involvement, Water Resources, Fish/Game, Counties- Ala/CC, City/County Planning Dept., Public Works, Private Consultants, Transportation Authority, Trucking Assoc., City of Rio Vista, City of Fairfield, City of Suisun, City of Dixon, San Joaquin County COG, MTC, Air Quality Districts, Caltrans, Farmers/Agri-Business.

- ◆ **Funding and Programming**
- ◆ What Scope or Documents are required for SP&R funds
- ◆ Project Study Report Issues
- ◆ RTP track 1/2 Project issues

- ◆ **Specific Highway Problem Areas**
- ◆ Rio Vista Bridge retrofit

- ◆ Shoulder Improvements on Rte. 12
- ◆ Rte. 113 Intersection

- ◆ Rte. 12 Intersection Interchange needs signal and operation, chanelization improvements.
- ◆ Truck operations.

- ◆ **Analysis of Highway Operating Conditions and Safety**
- ◆ Rte. 12 Traffic Safety Study
- ◆ Future Level of Service
- ◆

- ◆ **Analysis of Highway Operating Conditions/Safety**

- ◆ Travel Speeds
- ◆ Operational Analysis
- ◆ Signal Warrant Issues-Summer Set

- ◆ **Land Use and Environmental Issues**

- ◆ California Aqueduct
- ◆ Rural/Agriculture Land issues
- ◆
- ◆ Agricultural/Farming
- ◆ Environmental Constraints- EIR/EIS
- ◆ Water/Land Issues
- ◆ Air Quality Issues Attainment

- ◆ **State and Interregional Issues**

- ◆ Interregional and Intermodal issues
- ◆ Corridor Designation issues-limit of study
- ◆ Goods Movement and Rail Issues
- ◆ Freight Issues
- ◆ Railroad Grade separation/Right of way/Instate-Comm.
- ◆ Railway Freight
- ◆ Commodity Flows
- ◆ Truck trips weekday/end Peak periods
- ◆ Heavy Truck traffic
- ◆



DATE: April 5, 2000
TO: STA Board
FROM: Elizabeth Richards, Solano Commuter Information
RE: SolanoWorks Program Update

Background:

Over the past several years there have been major welfare reform efforts at the federal and state levels. These are often referred to as "Welfare to Work", in California as "CalWORKs", and in Solano County as "SolanoWORKS". At the core of Welfare Reform are the new time limits that have been set on how long recipients may receive assistance. At the same time, more programs are being developed to support the transition to work and job retention. As may be expected with a program that includes large numbers of low-income single parents, childcare and transportation are two of the largest obstacles to securing and retaining employment. This held true in Solano County. To address this component of the SolanoWORKS efforts, a Transportation Subcommittee was established to better define the local obstacles and the extent of them as well as to develop strategies to overcome them.

Discussion:

The Solano Transportation Authority (STA) and Solano Commuter Information (SCI) have been active participants in the County of Solano SolanoWORKS Transportation Planning Group since its inception about a year and a half ago. This Transportation Committee is a subcommittee of the County's Welfare Reform Implementation and Oversight Committee. The Transportation Committee is chaired by County Health and Social Services staff. Members have included the STA, SCI, Metropolitan Transportation Commission (MTC), local transit operators, the Private Industry Council (PIC), and several staff representatives from the County Health and Social Services department. The purpose of the committee was to identify transportation obstacles that needed to be overcome by SolanoWORKS recipients as they transition to the workforce and to develop strategies to reduce these barriers.

To reduce the primary transportation obstacles for SolanoWORKS clients, the committee has selected six strategies to pursue initially. One of these strategies includes evaluating some specific transit needs and seeking funds to meet potential existing shortfalls in service.

A summary of the six strategies is as follows:

- 1) County Vehicle Loan Program: This program will loan County vehicles to employed recipients of cash assistance programs, and those who have been determined to be at-risk of becoming dependent on cash assistance for a maximum of three months. The program will

be administered by a community-based organization through a County contract and monitored by the County Transportation Coordinator/Specialist.

- 2) SolanoWorks Transportation Fund: This fund will be used to pay for verified and approved expenses for vehicle registration, insurance, smog check/clearance, drivers licenses, and auto repairs. This Fund will be administered by the County Transportation Coordinator/Specialist.
- 3) SolanoWorks Vehicle Buying Program: With the cooperation and agreement of a local lending institution the County would support and assist recipients who would not otherwise be able to acquire a vehicle loan. The County would have to guarantee payment of the loan for these high-risk individuals and would establish a fund for this purpose. A Request for Proposals (RFP) will be prepared to select a lending institution and the County Transportation Coordinator/Specialist will administer the contract.
- 4) Guaranteed Ride Home program named SCETS (SolanoWORKS Countywide Emergency Transportation Services): Recipients of cash assistance programs or at-risk for becoming dependent on cash assistance and otherwise eligible may apply for and be approved for a voucher to use a taxi or rental car in case of emergency (as defined by the SCETS). A Request for Proposals (RFP) is expected to be prepared to select taxi and car rental companies to provide the services; the contract would be administered by the County's Transportation Coordinator/Specialist.
- 5) Transportation Information Program: With the help of SCI, STA, and MTC, the County Transportation Coordinator/Specialist and the Transportation Counselor County staff would be given information necessary to assist and support recipients with transportation issues. This will be coordinated by the County's Transportation Coordinator/Specialist.
- 6) Transit Improvements: MTC consultant assistance is being pursued by the County's Health and Social Services Department to further study two potential areas of transit need: a) service to/within the Benicia Industrial Park and b) extended hours by Fairfield/Suisun Transit and possibly others. Some of this analysis is expected to be based on a survey completed in the past year of SolanoWORKS clients; the MTC study is expected to include validating that survey as well.

Strategies 1-5 have been defined and funded by the County of Solano for in FY 1999/00 and FY2000/01. Supplemental funding from MTC for the SCETS program is being pursued. The County has hired a SolanoWorks Transportation Coordinator/Specialist to administer the programs above directly or through upcoming contracts.

The County's Health and Social Services department has submitted a request to MTC for this consultant support. MTC is expected to request that the STA be the administrator of this contract; a meeting is scheduled between MTC and STA later in April to discuss this arrangement. If the study shows additional transit services are needed, funding will then be pursued to cover the costs of the additional service.

Recommendation:

Authorize Chair to forward letter to MTC requesting support for SolanoWorks funding.



DATE: April 5, 2000
TO: STA Board
FROM: Elizabeth Richards, Solano Commuter Information
RE: Bike-To-Work Day

Background:

California Bike to Work Week has been celebrated for the past five years. The campaign has been spearheaded by the California Bicycle Coalition (CBC) to promote bicycling as an option to driving alone to work. It has also become an opportune time to promote bicycling as an alternative for non-commute trips including school trips for children. Rideshare agencies throughout the state promote Bike to Work Week. Solano Commuter Information (SCI) has been coordinating the Bike to Work campaign in Solano, and more recently in Napa, counties for the past five years and is working on the 2000 campaign currently.

Discussion:

This year, Bike to Work Week will be celebrated statewide from May 15 – 19. Tuesday, May 16 marks this year's Bike to Work Day in the Bay Area. The key element of the Bike to Work campaign in Solano and Napa counties is to encourage commuters to pledge to bicycle to work on May 16. This is the campaign's key short-term goal. The long-term goal is for many of the individuals who honor this pledge to continue to bicycle to work on a regular basis. For commuters who travel less than 10 miles to work one-way, bicycling may be a viable alternative; 29% of Solano residents travel 10 miles or less to work. Biking is a positive alternative to driving alone to work as it reduces the number of cars on the road, reduces air pollution and conserves energy.

Solano Commuter Information is currently implementing the Bike to Work 2000 campaign to encourage participation throughout Solano and Napa Counties. Campaign packets and materials have been sent to large employers. Coordination with local bike shops and clubs has been positive. Local bike shops have donated prizes and discount coupons. Bike clubs have helped spread the work through their newsletters. County of Solano employees will receive a Bike-to-Work Day pledge card through payroll clerk distribution. The City of Vacaville has traditionally had a very strong Bike to Work campaign with significant participation. Community newsletters will print articles and/or advertising for Bike to Work. Press releases and ads will be distributed for distribution to the local newspapers and radio shortly.

Everyone who pledges to bicycle to work on May 16 is eligible for local and regional prize drawings. This year's donated prizes include a bicycle trip for two in France from Backroads

and bicycle gear from a number of manufacturers. The United States Postal Service (USPS) is also a major sponsor this year. Local prizes include a car bike rack, bike gear, \$50 gift certificate, and a bike helmet donated by Fisk's Cyclery in Dixon, Ray's Cycle in Fairfield and Vacaville, Bicycle Works in Napa, and Authorized Bicycle Shop in Vallejo. Other local prize sponsors include the Vallejo Yacht Club, Solano Massage, Yoga and Body Spa, the Capitol Corridor, and Vallejo Baylink Ferry. All local participants receive a registrant packet from SCI just for making the pledge. These packets include bicycle information and discount coupons donated from local bike shops: Fisk's Cyclery, Ray's Cycle, and Authorized Bicycle Shop this year.

Each year, participation has increased. Although SCI coordinates the local campaign, it is thanks to the support by all the local bicycle clubs, bicycle shops, employers as well as sponsoring businesses and agencies who make this campaign a success.

Recommendation:

For Information Only



DATE: April 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Project Monitoring Status Report

Discussion:

STA staff has been working with John Garlock (Quincy Engineering) and staff from sponsoring agencies to ensure that a list of 1998 State Transportation Improvement Program (STIP) projects are programmed for allocation by the required date of June 30, 2000. This list of twenty-seven projects is attached. Based on direct communications with the sponsoring agencies it appears that all of the projects should acquire allocation status by June 30, 2000.

At the March STA Board meeting, staff described MTC's proposals for disbursement of the projected \$71 million in revenue-aligned budget authority (RABA) dividend funding (i.e. increased TEA-21 revenues). Under MTC's recommended "strategic investment" option, approximately \$20 million would be available for local roadway projects throughout the region. MTC is now recommending that a portion (probably 50%) of the available local roadway RABA funding be distributed based on the successful obligation rate of Pre-Cycle TEA 21 Surface Transportation Program (STP) projects. (The obligation date for these projects is September 30, 2000). MTC currently estimates that approximately \$1,140,000 may be available for Solano RABA roadway projects meaning that nearly \$600,000 may be subject to the successful obligation rate of our Pre-Cycle projects. Therefore, STA staff will request an update from the sponsoring agencies on the obligation status of the Pre-Cycle projects at the April STA TAC meeting.

STA staff is also working with John Garlock (Quincy Engineering) in the development of a one page project workplan status sheet for use in monitoring projects. Draft copies were distributed for review at the March STA TAC meeting. In addition, staff requested an update from each sponsoring agency regarding individual project status for all projects and the proposed obligation/allocation date for each project.

Finally, attached is a first draft status report of current Solano County highway projects. This matrix was developed for the first meeting of the STA Subcommittee on Arterials, Highways and Freeways on April 3, 2000 and will be updated periodically.

Recommendation:

Informational

Attachments

- 1998 STIP -
FY 1999-2000 Programmed Funds Requiring Allocation by June 30, 2000
SB45 Allocation Timely Use of Funds Report - FY 99/00
- Working Document -

LOCAL PROJECTS

				Region: MTC		STIP Funds Requiring Allocation by June 30, 2000					FY 99/00 ALLOCATION STATUS	
				as of: March 15, 2000		E&P	PS&E	RAW	CON	TOTAL		
DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY						
DOC	EA	FED PROJ NO.	PROJECT TITLE									
County: SOLANO												
04	SOL	2234	SOL99SA08	LA	City of Suisun City	FY 99/00 Prog:				143,000	143,000	ALLOCATED
99	STIP	0U5601	RPL-5032(005)		Merganser Drive Rehabilitation	Allocated:				143,000	143,000	
						Allocation Date:				01/18/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2235	SOL99SA09	LA	City of Suisun City	FY 99/00 Prog:				238,000	238,000	ALLOCATED
99	STIP	0U5601	RPL-5032(005)		Main Street Rehabilitation	Allocated:				238,000	238,000	
						Allocation Date:				01/18/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2236	SOL99SA10	LA	City of Suisun City	FY 99/00 Prog:				95,000	95,000	ALLOCATED
99	STIP	0U5601	RPL-5032(005)		Pintail Drive Rehabilitation	Allocated:				95,000	95,000	
						Allocation Date:				01/18/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2237	SOL99SA11	LA	City of Suisun City	FY 99/00 Prog:				190,000	190,000	ALLOCATED
99	STIP	0U5601	RPL-5032(005)		Blossom Road Rehabilitation	Allocated:				190,000	190,000	
						Allocation Date:				01/18/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2228	SOL99SA02	LA	City of Dixon	FY 99/00 Prog:				95,000	95,000	ALLOCATED
99	STIP	0U5501	RPL-5056(004)		West 'A' Street Rehabilitation	Allocated:				95,000	95,000	
						Allocation Date:				01/25/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2170	MTC990004	LA	City of Vacaville	FY 99/00 Prog:				15,000	15,000	ALLOCATED
98	STIP	071954	CML-5094(018)		CMAQ Match - Vacaville Electric Vehicle Lease	Allocated:				15,000	15,000	
						Allocation Date:				12/20/99		
VOTED						Remaining Balance:						VOTED
04	SOL	2170	MTC990004	LA	City of Vacaville	FY 99/00 Prog:		2,000			2,000	ALLOCATED
98	STIP	071844	CML-5094(020)		CMAQ Match - Elmira Road Bicycle / Pedestrian Path	Allocated:		2,000			2,000	
						Allocation Date:		01/28/00				
VOTED						Remaining Balance:						VOTED
04	SOL	2229	SOL99SA03	LA	City of Fairfield	FY 99/00 Prog:				1,446,000	1,446,000	ALLOCATED
99	STIP	0U6101	RPL-5132(009)		Lopes Road Rehabilitation	Allocated:				1,446,000	1,446,000	
						Allocation Date:				01/14/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2230	SOL99SA04	LA	City of Fairfield	FY 99/00 Prog:				85,000	85,000	ALLOCATED
99	STIP	0U6101	RPL-5132(009)		Heather Avenue Rehabilitation	Allocated:				85,000	85,000	
						Allocation Date:				01/14/00		
VOTED						Remaining Balance:						VOTED
04	SOL	2231	SOL99SA05	LA	City of Fairfield	FY 99/00 Prog:				98,000	98,000	ALLOCATED
99	STIP	0U6101	RPL-5132(009)		Texas Street Rehabilitation	Allocated:				98,000	98,000	
						Allocation Date:				01/14/00		
VOTED						Remaining Balance:						VOTED

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NOTE: This report lists STIP funds programmed in FY 1999-2000 which require allocation by June 30, 2000. The report excludes funds not subject to the FY 1999-2000 - June 30, 2000 allocation Timely Use of Funds Deadline (such as Caltrans RAW and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 1999-2000 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

- 1998 STIP -
FY 1999-2000 Programmed Funds Requiring Allocation by June 30, 2000
SB45 Allocation Timely Use of Funds Report - FY 99/00
- Working Document -

LOCAL PROJECTS

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	Region: <u>MTC</u>					FY 99/00 ALLOCATION STATUS
							STIP Funds Requiring Allocation by June 30, 2000					
DOC	EA	FED PROJ NO.	PROJECT TITLE	as of: March 15, 2000	E&P	PS&E	R/W	CON	TOTAL			
County: SOLANO												
04 SOL	2232	SOL99SA06	LA	City of Fairfield	FY 99/00 Prog:				324,000	324,000	ALLOCATED	
99 STIP	0U6101	RPL-5132(009)		Dover Avenue Rehabilitation	Allocated:				324,000	324,000		
					Allocation Date:				01/14/00			
VOTED					Remaining Balance:						VOTED	
04 SOL	2170	MTC990004	LA	County of Solano	FY 99/00 Prog:		3,000			3,000	ALLOCATED	
98 STIP	071974	CML-5923(047)		CMAQ Match - Vaughn Rd Widening and Bikeway	Allocated:		3,000			3,000		
					Allocation Date:		01/26/00					
VOTED					Remaining Balance:						VOTED	
04 SOL	2253	SOL99SA27	LA	County of Solano	FY 99/00 Prog:	20,000	50,000			70,000	ALLOCATED	
99 STIP	0U5001	RPL-5923(048)		Byrnes Road Reconstruction	Allocated:	20,000	50,000			70,000		
					Allocation Date:	12/02/99	12/02/99					
VOTED					Remaining Balance:						VOTED	
04 SOL	2152	MTC990005	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				26,000	26,000	ALLOCATED	
98 STIP	0U6501	PPM99-6084(037)		Planning, Programming and Monitoring	Allocated:				26,000	26,000		
					Allocation Date:				03/02/00			
VOTED					Remaining Balance:						VOTED	
04 SOL	2154	MTC990003	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				129,000	129,000	ALLOCATED	
98 STIP	072054	RPL-6084(034)		Regional Rideshare Program	Allocated:				129,000	129,000		
					Allocation Date:				03/03/00			
VOTED					Remaining Balance:						VOTED	
04 SOL	2227	SOL99SA01	LA	City of Benicia	FY 99/00 Prog:	15,000	65,000			80,000	Allocation Pending	
99 STIP				Park Road Overlay	Allocated:							
					Allocation Date:							
VOTED					Remaining Balance:	15,000	65,000			80,000		
04 SOL	2170	MTC990004	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				336,000	336,000	Portion to be Allocated - Balance to Lapse	
98 STIP	0U1901			CMAQ Match Reserve - Solano County	Allocated:							
					Allocation Date:							
VOTED					Remaining Balance:				336,000	336,000		
04 SOL	2246	SOL99SA20	LA	City of Vallejo	FY 99/00 Prog:		97,000		742,000	839,000	To Be Allocated by June 30, 2000 <i>PS&E allocated; waiting on const.</i>	
99 STIP		RPL-5030(021)		Curtola Parkway Overlay	Allocated:		97,000			97,000		
					Allocation Date:		03/01/00					
VOTED					Remaining Balance:				742,000	742,000		
04 SOL	2250	SOL99SA24	LA	City of Vallejo	FY 99/00 Prog:		40,000		305,000	345,000	To Be Allocated by June 30, 2000 <i>PS&E allocated; waiting on const.</i>	
99 STIP		RPL-5030(021)		Georgia Street Overlay	Allocated:		40,000			40,000		
					Allocation Date:		03/01/00					
VOTED					Remaining Balance:				305,000	305,000		
04 SOL	2249	SOL99SA23	LA	City of Vallejo	FY 99/00 Prog:		11,000		87,000	98,000	To Be Allocated by June 30, 2000 <i>PS&E allocated; waiting on const.</i>	
99 STIP		RPL-5030(021)		Maine Street Overlay	Allocated:		11,000			11,000		
					Allocation Date:		03/01/00					
VOTED					Remaining Balance:				87,000	87,000		

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- 1998 STIP -

LOCAL PROJECTS

FY 1999-2000 Programmed Funds Requiring Allocation by June 30, 2000

SB45 Allocation Timely Use of Funds Report - FY 99/00

- Working Document -

Region: **MTC**

STIP Funds Requiring Allocation by June 30, 2000

as of: March 15, 2000

DIST	CD	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2000					FY 99/00 ALLOCATION STATUS
							DOC	EA	FED PROJ NO.	PROJECT TITLE	E&P	
County: SOLANO												
04	SOL	2247	SOL99SA21	LA	City of Vallejo	FY 99/00 Prog:		7,000		52,000	59,000	To Be Allocated by June 30, 2000 <i>PS&E allocated; waiting on const.</i>
99	STIP		RPL-5030(021)		Tennessee Street Overlay	Allocated:		7,000			7,000	
						Allocation Date:		03/01/00				
						Remaining Balance:				52,000	52,000	
04	SOL	2238	SOL99SA12	LA	City of Vacaville	FY 99/00 Prog:				568,000	568,000	To Be Allocated by June 30, 2000 <i>paperwork sent Feb.</i>
99	STIP				Elmira Road Rehabilitation	Allocated:						
						Allocation Date:						
						Remaining Balance:				568,000	568,000	
04	SOL	2244	SOL99SA18	LA	City of Vacaville	FY 99/00 Prog:				272,000	272,000	To Be Allocated by June 30, 2000 <i>Paperwork sent Feb.</i>
99	STIP				Marshall Road Rehabilitation	Allocated:						
						Allocation Date:						
						Remaining Balance:				272,000	272,000	
04	SOL	2245	SOL99SA19	LA	City of Vacaville	FY 99/00 Prog:				134,000	134,000	To Be Allocated by June 30, 2000 <i>paperwork sent Feb.</i>
99	STIP				Leisure Town Road Rehabilitation	Allocated:						
						Allocation Date:						
						Remaining Balance:				134,000	134,000	
04	SOL	2233	SOL99SA07	LA	City of Rio Vista	FY 99/00 Prog:		3,000		35,000	38,000	To Be Allocated by June 30, 2000 <i>working with consultant</i>
99	STIP				Front Street Rehabilitation	Allocated:						
						Allocation Date:						
						Remaining Balance:		3,000		35,000	38,000	
04	SOL	2171	MTC990001	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				55,000	55,000	To Be Allocated by June 30, 2000
98	STIP	150980			TOS Loop Detectors	Allocated:						
						Allocation Date:						
						Remaining Balance:				55,000	55,000	
04	SOL	5301	SOL990004	LA	Solano Transportation Authority	FY 99/00 Prog:	241,000				241,000	To Be Allocated by June 30, 2000 <i>on 5/10 CTC agenda</i>
98	STIP	0T2101			I-80 Reliever Route	Allocated:						
						Allocation Date:						
						Remaining Balance:	241,000				241,000	
Solano County Totals						Projects: 27	FY 99/00 Prog:	276,000	278,000	5,470,000	6,024,000	
							Allocated:	20,000	210,000	2,884,000	3,114,000	
							Remaining Balance:	256,000	68,000	2,586,000	2,910,000	

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DRAFT
SOLANO HIGHWAY PROJECTS

4/13/00

	Projects	FUNDING			PROJECT STATUS		
		Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
1	I-80 / I-680 Interchange Project **	\$8 M (estimate)	TBD	STIP	Effort is being made to accelerate to coincide with the opening of Benicia-Martinez Bridge; Caltrans recently approved the initiation of a Project Study Report (PSR) for moving truck scales.	2002	2003
2	Carquinez Replacement Bridge	\$340 M (construction only)	100%	Bridge Tolls	Under construction	Mar-00	early 2003
3	Benicia / Martinez Bridge	\$545 M	100% *	Bridge Tolls	Recent projected \$160 M cost over-run	Summer 99	2003
4	Highway 37 (Phase II)	\$50.8 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Most of this phase will be constructed on the existing alignment. As of 3/00, Phase II of the project is at 65% PS&E (Plans, Specifications, and Estimates).	Feb-02	Jul-04
	Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase will be located on a new alignment north of the existing alignment of Rt. 37. As of 3/00, Phase III is at 65% PS&E.	Feb-03	Dec-05
5	Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; initiating environmental review; 10 segments	certain segments underway	final segments 2004-2007
6	I-80 (Vacaville to Dixon)	\$50 M	6%	I-TIP	Only environmental funded (at \$3 M)	TBD	TBD
7	Red Top Slide (I-80)	TBD	TBD	Caltrans	Mitigation measure	TBD	TBD
8	Highway 12 (Napa to I-80)	\$104 M	TBD	ITIP	A project study report for PA & ED (Project Approval and Environmental Document) completed. Requesting \$14 M from Governor's list for design, environmental reviews; and ROW (Right of Way).	TBD	TBD
9	Highway 12 MIS*** (I-80 to Rio Vista)	TBD	TBD	TBD	MIS being initiated (\$110,000 Caltrans funded)	TBD	TBD

* funding of recent cost over-run unknown

** auxiliary lane segment only

*** Major Investment Study



DATE: April 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Governor's Transportation Plan/Preliminary List of STIP Augmentation Projects

Discussion:

In Sacramento, the focus of discussion has been on the evolving development of the Governor's 90-day transportation plan. With the increasing state budget surplus (estimated between \$6 and \$10 billion), the amount of funds to be dedicated to transportation investment may increase. Information out of Sacramento appears to indicate the Governor will propose dedicating between \$1 to \$2 billion out of the state budget surplus for transportation projects and placing between a \$2 to \$6 billion transportation bond measure on the November 2000 ballot. Transportation agencies and local governments across the state have been submitting project requests to the Governor and their legislative representatives. The STA has focused its requests on three project priorities: funding for a third ferry boat for Vallejo, funding for the next segment of the I-680/I-80 interchange, and additional funding for the Jepson Parkway Concept Plan. The Governor was originally scheduled to release his transportation plan by April 11, but this week staff has learned it will be released on April 6th or 7th.

Earlier this month, MTC released their preliminary list of regional transportation priorities. This list includes a list of projects that are generally consistent with MTC's recently prepared Blueprint for the 21st Century document. The extensive list of projects includes several of interest to Solano County:

1. Additional investment in Capitol Corridors service between San Jose and Sacramento. This would increase the number of daily trains from 14 to 32 and would likely result in one or more additional rail stations in Solano County (Benicia, Dixon, and/or Fairfield/Vacaville).
2. Implementation of Rapid Bus service along the I-80 in Solano County to the East Bay and San Francisco, upgraded express service across the region's toll bridges, and service from the Benicia Bridge along the I-680 corridor.
3. The second segment of the I-680/I-80 interchange is included in a list of requested highway investment package projects (\$19 million).
4. Funding for environmental, design and right of way on Highway 12 between I-80 and Napa.

5. Funding for the regional guaranteed ride home for all nine counties (SolanoWorks).

The MTC Board is expected to finalize this recommendation at a special meeting the last week of March.

Last month, STA staff informed the STA Board of 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 million for the three additional years of the 2000 STIP. In response to opposition of the leading members of the State Legislature, the California Transportation Commission tabled the development of a revised STIP fund estimate on February 23, 2000. In recognition of the highly fluid situation in Sacramento, STA staff has identified a short list of priority transportation projects for Solano County for consideration for the STIP augmentation. Unless noted (*), these projects are included in both Advisory Measure F and MTC's current RTP.

1. I-680/I-80 interchange (next project segment, i.e., Cordelia Truck Scales/Green Valley) *
2. Jepson Parkway Concept Plan (funding of unfunded segments)
3. Route 12 from I-80 to Napa County line (environmental, design and right of way)
4. I-80 widening between Vacaville and Dixon (design)
5. Additional Ferry Boat for Vallejo

Staff will provide an update regarding the Governor's 90-day transportation plan at the Board meeting.

Recommendation:

Informational



DATE: April 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Funding Opportunities

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

Fund Source	Application Available From	Applications Due
Safe Routes to School Program	Sui Tan, Caltrans 510-286-6485 or Rich Monroe, Caltrans 510-285-5226	April 27, 2000
Regional TFCA Program	Andrea Gordon, BAAQMD at 415-749-4940	June 30, 2000



FUNDING OPPORTUNITY:

Safe Routes to School Program

Applications Due: April 27, 2000

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/.

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

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

February 16, 2000



FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program

Applications Due: June 30, 2000

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of the Regional 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, and Vallejo, County of Solano, and school districts and universities in the Bay Area

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects

Funding Available: Regional funding will be about \$10 million for 2000-01

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

Further Details: Contact the Bay Area Air Quality Management District at (415) 749-4940

Program Contact Person: Andrea Gordon, BAAQMD

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

April 3, 2000