



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

Members:

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

MEETING NOTICE

June 14, 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 (6:10-6:15 p.m.) – Pg 1	Daryl K. Halls
V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC	
A. Special Presentation by Caltrans on Current Projects in Solano County <i>Informational</i> (6:15-6:25 p.m.)	Diane Steinhauser, Caltrans District 4
B. Legislative Report – Governor’s Transportation Plan <i>Informational</i> (6:25-6:35 p.m.)	Joshua Shaw & Paul Yoder, Gerber, Shaw and Yoder
VI. CONSENT AGENDA (Any consent item can be pulled for discussion) (6:35-6:40 p.m.) - Pg 63	
A. Minutes of Meeting of May 10, 2000 <i>Recommendation: Approve minutes of the STA Board meeting of May 10, 2000</i>	Stacy Medley
B. Draft Minutes of May 31, 2000 TAC Meeting <i>Recommendation: Review draft minutes of the May 31, 2000 TAC meeting</i>	Stacy Medley

- C. **Governor's Transportation Plan** Daryl K. Halls
Informational
- D. **Printing Cost for Final Jepson Parkway Concept Plan** Dan Christians
Recommendation: Authorize the Executive Director to execute an amendment to the Contract with Grandy and Associates and approve an additional \$9,000 STIP funds for printing the final Jepson Parkway Concept Plan
- E. **Solano Paratransit Contract Extension** John Harris
Recommendation: Approve a Solano Paratransit contract extension for FY 00-01 with City of Fairfield, not to exceed \$264,313, and authorize the Executive Director to sign the contract
- F. **STIP Advanced Project Delivery Element (APDE) Projects – (AB 1012)** John Harris
Recommendation: Approve the submission of APDE funding applications for the Jepson Parkway-Environmental (\$250,000) and Rio Vista TLC Waterfront Project-design (\$100,000) totaling \$350,000
- G. **Solano County Comprehensive Transportation Plan Update** Dan Christians
Informational

VII. ACTION ITEMS: FINANCIAL

- A. **Rapid Bus Proposal for I-80 Corridor** John Harris/Daryl K. Halls
Recommendation: 1.) Approve the I-80/I-680 Corridor's Rapid Bus Proposal in concept and as a starting point in the development of a formal proposal to MTC, and support a consensus approach utilizing concurrence from NCTPA and CCTA in the proposal for the I-80 and I-680 corridors (6:40-6:50 p.m.) – Pg 87
- B. **SCI Transition to STA** Daryl K. Halls
Recommendation: 1.) Approve transition of SCI from Solano County to the STA and authorize the Executive Director to sign a contract with MTC and Rides for Regional Rideshare funding, 2.) Approve SCI's program budget for FY 00/01 as part of STA's FY 00/01 budget, 3.) Approve SCI's Work Program for FY 00/01, 4.) Approve establishment of salary ranges for five SCI staff positions with 3% COLA adjustment, 5.) Establish position of Program Manager as at-will, exempt status and modify title to Program Director, and 6.) Establish positions of Commute Consultants and Outreach Coordinators as at-will, non-exempt status (6:50-7:00 p.m.) – Pg 101

- C. Governor's Transportation Plan** Daryl K. Halls
Informational
- D. Printing Cost for Final Jepson Parkway Concept Plan** Dan Christians
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- C. Transit Consultant Contract for the Solano County, Comprehensive Transportation Plan** Dan Christians
Recommendation: Authorize the Executive Director to enter into a contract for \$90,000 with Wilbur Smith Associates to prepare the Transit Element of the Solano County Comprehensive Transportation Plan (7:00-7:05 p.m.) – Pg 117
- D. Approve Request to Purchase Route 30 CNG Bus** John Harris
Recommendation: Authorize the submission of a revised claim to the MTC in order to allocate \$175,000 of STAF funding to complete the purchase of a CNG coach for the Citylink Route 30 (7:05-7:10 p.m.) – Pg 119
- E. Amendment to the Jones and Stokes, Inc. Contract to Provide Additional Environmental Services for the Jepson Parkway Project** Dan Christians
Recommendation: Authorize Amendment #3 to the Jones and Stokes EIS/R contract in the amount of \$103,538 for additional NEPA environmental services, including implementation of a Section 404 process, biological resources surveys, and related permits and meetings (7:10-7:15 p.m.) – Pg 121
- F. Park and Ride Study** Elizabeth Richards
Recommendation: Pending (7:15-7:20 p.m.) – Pg 123

VIII. ACTION ITEMS: NON FINANCIAL

- A. Highway 12 MIS Study** Dan Christians
Recommendation: Approve Draft Scope of Work and Planning Process for the Highway 12 MIS Study (7:20-7:25 p.m.) – Pg 125
- B. 2000 Legislative Report** Daryl K. Halls
Recommendation: Adopt position of oppose for SB 1995 (Perata) (7:25-7:30 p.m.) – Pg 131

IX. INFORMATION ITEMS: (NO ACTION NECESSARY)

- A. Jepson Parkway Concept Plan** Daryl K. Halls
Informational (7:30-7:35 p.m.) – Pg 141
- B. Red Top Slide Subcommittee** John Harris
Informational (7:35-7:40 p.m.) Pg 143
- C. Cordelia Truck Scales PSR** John Harris
Informational (7:40-7:45 p.m.) - Pg 145

- D. Solano Transportation Enhancements Program Update** Dan Christians
Informational (7:45-7:50 p.m.) – Pg 147
- E. Freeway Service Patrol Update** Dan Christians
Informational (7:50-7:55 p.m.) – Pg 149
- F. Project Monitoring Program** John Harris
Informational (7:55-8:00 p.m.) – Pg 155
- X. FUNDING OPPORTUNITIES (FOR INFORMATION ONLY)** (8:00-8:05 p.m.) – Pg 157
- A. Regional TFCA Program** Dan Christians
Deadline: June 30, 2000 – Pg 159
- XI. BOARD MEMBERS COMMENTS**
- XII. ADJOURNMENT** (Next meeting: July 12, 2000)



DATE: June 7, 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.

*** State Budget/Governor's Transportation Plan**

Attached is a copy of Paul Yoder's most recent legislative memo. Key issues to highlight are the revival of discussion regarding SCA 3 and the continuing dialogue surrounding the potential allocation of a portion or all sales tax on gasoline to transportation. Also attached is a copy of a joint letter signed by Solano's four state legislators in support of Highway 12 funding and a letter initiated by Assembly Member Helen Thomson requesting STA replace MTC as the potential sponsor of the I-80/I-680 project contained in the Governor's proposed transportation plan. Thanks to the efforts of Mary McCarthy, SEDCORP, several businesses along the I-80 corridor have forwarded letters requesting funding for the I-80/I-680 project. Paul Yoder and Joshua Shaw are scheduled to attend the Board meeting and answer any questions you may have.

*** Transition of SCI from Solano County to the STA**

Pursuant to Board approval of the transition of Solano Commuter Information from Solano County to the STA, staff is planning to schedule an open house/reception type event after SCI moves to their new office location adjacent to the STA. This would provide us with the opportunity to inform the public about the transition and the importance of ridesharing and vanpooling.

*** Fairfield Postpones Vote on Jepson Parkway Concept Plan**

On June 6, 2000, the Fairfield City Council voted 3 to 2 (Batson, McMillian, and Price voted aye and Lessler and Pettygrove voted no) to postpone action on the Jepson Parkway Concept Plan until July 18. STA staff and STA Board Members/Alternates (Don Erickson, John Silva, Rischa Slade, and Jim Spering) were in attendance. Staff has placed an informational item on the agenda for Board to discuss the potential ramifications of delaying the project, both in the short term and the long term, and options to consider if Fairfield opts not to support the Jepson Parkway project.

*** Comprehensive Transportation Plan**

Staff is working to develop additional details and a master schedule for the Community Input process for the Comprehensive Transportation Plan. Rischa Slade has agreed to have Vacaville serve as the starting point for the process. It is envisioned that each STA Board Member and

respective agency staff will work with the STA staff to develop and tailor an event to the needs and environment of each specific community. This issue will be further discussed and defined in conjunction with the STA's Steering Committee. An enhanced Community Input schedule will be agendized for STA Board approval in July.

Red Top, Cordelia Truck Scales and HWY 12 MIS Committees Underway:

Several STA committees have begun to meet on a regular basis to address STA priority projects. The initial Red Top Subcommittee meeting was held on May 5. A special Red Top briefing for the legislative aides for Solano's state and federal legislators has been scheduled for July 6, 2000, 10:00 a.m., at the STA. The next meeting of the full committee is scheduled for August 4, 2000, 10:00 a.m., at the STA.

The second meeting of the Cordelia Truck Scales Project Development team (PDT) will be held at Caltrans District IV in Oakland on July 13, 2000, 10:00 a.m. A field tour of the current Cordelia Truck Scales has been scheduled for July 7, 2000, at 10:00 a.m., at the east bound Cordelia Truck Scales off I-80. The STA has been requested to work with interested agencies to develop a list of alternative sites to be considered as part of Cordelia Truck Scales Project Study Report process and to identify the current traffic impacts being generated by the Truck Scales. John Harris will be working with Public Works staff from Dixon, Fairfield, Suisun City, and Solano County to complete these tasks. The development of alternative sites will be agendized at a future STA TAC and STA Board meeting.

The draft scope of work and project schedule for the Highway 12 Major Investment Study (MIS) has been agendized for your review. A request for proposal has been distributed for consultant assistance to develop the planning and technical data needed for the MIS. Marci Coglianesse, the Chair of the Highway 12 MIS Committee, has requested a status of planning efforts that have taken place along adjacent portions of Highway 12.

Attachment:

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

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

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003 -Carquinez Bridge Groundbreaking in March 2000
Capitol Corridor CCJPB, STA	\$5,000	*	\$2,500	-TCI grant for obligation approved by CTC on 5/20/00. Funding agreement being developed.
Electric Vehicles and Recharging Facilities Program STA	\$5,000	\$80,000	\$0	-Funding allocated for five sites for public electric vehicle charging stations -Construction completion scheduled to occur by 4/2000
Federal Lobbyist STA	\$25,000	*	\$0	-STA retained lobbyist in April 2000. Efforts ongoing.
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Scope of work project schedule developed by subcommittee. Set for STA Board review on 6/14/00. -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 - 95% plans near completion. -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Funded by Caltrans. Construction initially scheduled for 2003-04 -STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003
Jepson Parkway - Corridor Concept Plan and Implementation STA	\$15,000	\$30,000	\$0	-Concept Plan and plan line completed and reviewed by Board -EIS/NEPA under development.
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 agendized for STA Board on 6/14/00.
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 **	\$24,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development - to be allocated at mid year budget review
Project Monitoring Program - Consultant Assistance	\$10,000	\$30,000	\$0	-Consultant hired and contract to start 2/1/2000 Initial work completed on projects due 6/30/00. Benicia, Rio Vista, STA, Suisun City
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Monitoring mitigation efforts by Caltrans -Congressional summit held 12/17; draft PSR released -Approved for SHOPP funds by CTC on 5/10/00. -STA subcommittee formed to develop emergency plan
SEDCORP Breakfast STA	\$1,000	*	\$1,000	-November 10 SEDCORP event addressing transportation issues held. Ongoing presentations provided to various community groups.
Solano Bike Route Plan - Implementation STA	\$15,000	*	\$7,235	-Plan initiated in September 1999, scheduled to be completed in Fall 2000 as part of Comprehensive Transportation Plan
Solano Transportation Plan - Implementation STA	\$10,000	\$60,000	\$2,249	-Funds reprogrammed to the Solano County Comprehensive Transportation Plan 10/99
Travel Safety Study - Implementation STA	*	*	*	-Projects recommended in the plan were programmed with cycle 1 TEA-21 funds; projects must be obligated by 9/2001; additional safety projects to be programmed in 2nd Cycle. Staff to review study and present staff report to Board in July.
Park and Ride Survey - STA	\$10,000	*	*	-Conduct survey on local park and ride lots for possible vehicle park and ride relocations. RFP distributed.
Vacaville CNG Facility Vacaville	*	*	*	-Design process underway (90% plans complete), construction expected to be completed by July 2000
TOTAL	\$135,000	\$200,000	\$13,272	
		\$335,000		

* No funds allotted at this time

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

**Solano Transportation Authority
Acronyms List
Updated 6/7/00**

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

TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TOS	Traffic Operation System
YSAQMD	Yolo/Solano Air Quality Management District



GERBER, SHAW & YODER, INC.
LEGISLATIVE ADVOCACY

June 6, 2000

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

TEL: 916.446.4656

FAX: 916.446.4318

From: Gerber, Shaw & Yoder, Inc.

1414 K STREET

SUITE 320

Re: Status Report

SACRAMENTO, CA 95814

Overview

The Budget Conference Committee has deferred to the deliberations of the SB 315 Transportation Conference Committee with respect to the development of the particulars for this year's transportation package. The SB 315 Conference Committee met three times to hear testimony from the Davis Administration and various interest groups. The SB 315 conference committee probably will not meet again until key members of the Legislature and the Governor and his lieutenants have agreed to the details of the final product.

It appears that "the deal" has essentially taken shape and would consist of the following elements: 1) the Governor's plan; 2) shifting at least half the sales tax on the gas tax from the state general fund and dedicating it to transportation, and; 3) SCA 3.

Specific Projects for Solano County

80/680: Every recent list of projects that could potentially be included in the transportation plan, whether it was generated by the Legislature or the Administration, includes \$13 million for the interchange.

Additionally, we have worked to clarify the specific language to implement the transportation plan. Currently, the draft language being circulated authorizes either Caltrans or the Metropolitan Transportation Commission (CTC) to act as the lead applicant for the project. We understand from staff that the language needs to be amended such that either Caltrans or the STA can act as the lead applicant for the project. We have lobbied for this change and drafted a letter to be signed by all four members of the STA's state legislative delegation and on this subject. We expect this change to be made prior to enactment of the transportation plan.

Post-it [®] Fax Note	7671	Date	# of pages ▶ 2
To	DARYL HALLS	From	DAN L YODER
Co./Dept.	EM/	Co.	
Phone #		Phone #	
Fax #		Fax #	

Memo to STA Board
June 6, 2000
Page 2 of 2

Highway 12: It appears that the fruits of our collective labor may be paying off. Very recently, Assemblywoman Wiggins announced that she had initiated conversations with the Administration that led her to believe at least \$6 million could be included in the transportation plan for Highway 12. In addition, Senator Chesbro and his staff took the lead on a joint letter from the state legislative delegation requesting that money for Highway 12 be included in the plan. All four delegation members remain committed to securing some level of funding for this project.

The Capitols: It is our understanding from STA staff that the part of the Governor's proposal pertaining to the Capitols has been clarified such that it is now staff's understanding that a significant portion of money would be made available in the transportation plan to improve the portion of the route that crosses the Yolo bypass.

What's Next?

The Budget Conference Committee is expected to complete its work by early next week. At some point, the transportation plan will be folded into the state budget and the appropriate budget trailer bills. It is possible that this year the state budget could actually be voted upon in time to meet the constitutional deadline of June 15. In order to secure the necessary votes for passage of the state budget it is possible that certain members of the Legislature will be offered additional funding for their districts, including funding for transportation projects. We are working with the STA's state legislative delegation in the event this occurs.

We will continue to press for funding for all of the STA's top priorities and will keep you apprised of any progress.

STATE CAPITOL
P.O. BOX 942848
SACRAMENTO, CA 94248-0001

California Legislature

June 6, 2000

Honorable John Burton, Co-Chair
Conference Committee on Transportation
State Capitol, Room 205
Sacramento, CA 95814

Honorable Dean Florez, Co-Chair
Conference Committee on Transportation
State Capitol, Room 5135
Sacramento, CA 95814

Dear Conferees,

We, the members of the Solano County legislative delegation, request that the Conference Committee on Transportation consider a technical amendment to the Governor's Traffic Congestion Relief Plan.

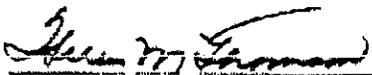
The May 22, 2000 draft submitted by the Administration on page 11 (item 25) lists the lead applicant for funds for the I-80/I-680 interchange project as the department (Caltrans) or the Metropolitan Transportation Commission (MTC).

We believe it would be more appropriate for the Solano Transportation Authority (STA) to be the co-lead applicant with Caltrans instead of the MTC. Additionally, it is our understanding that the MTC does not disagree with this change in designation.

For these reasons, we jointly and respectively request that the appropriate technical change be made to designate the STA as a co-lead applicant.

Thank you for your consideration of this request.

Sincerely,



Assemblywoman Helen Thomson

Assemblywoman Patricia Wiggins

Senator Wesley Chesbro

Senator Maurice Johannessen

cc: John Ferrara, Business, Housing & Transportation Agency
Mike Gotch, Governor's Office

Post-It [®] Fax Note	7671	Date	# of pages 1
To	JAYL HALLS	From	PAUL YODER
Co./Dept.	KM1	Co.	
Phone #		Phone #	
Fax #		Fax #	

TOTAL P.02



May 31, 2000

The Honorable Helen Thomson
California State Assembly
State Capitol, room 4140
Sacramento, CA 95814

Dear Assemblymember Thomson:

The I-80/680 interchange is the biggest challenge to mobility in this region. Today, this interchange no longer efficiently supports the movement of goods and people. As you know, Solano County is looking ahead to rapid growth in the next 20 years, and as a growing employer based near this interchange, we are concerned about its impact on our business.

The I-80/680 merge is a topic of conversation throughout the region. Weekend travelers from the Bay Area to Lake Tahoe and the Sierras help create the bottleneck and an increasing number of Solano residents traveling to and from work, school and errands have already overcrowded nearby residential streets and county roads in an effort to bypass the gridlock.

Populations along both freeways have grown significantly in recent years, and improvements to I-680 at the Benicia Bridge, which will increase flow to the interchange, are already underway. Unfortunately, improvements to the Interchange have not kept pace. We urge you to address this issue now.

Without the efficient transport of goods, services, and employees, businesses in our growing region will be compromised. Your attention to this matter is appreciated in order to maintain the growing prosperity that we all now enjoy.

Sincerely,

Jack Horn
Executive Director/Chief Executive Officer

Herman Goelitz Candy Co. INC.



EXCELLENCE AND QUALITY SINCE 1922

Thursday, May 25, 2000

The Honorable Helen Thomson
California Assembly Member, District 8
State Capitol Building, #4140
Sacramento, CA 95814

Dear Assembly Member Thomson:

As the manager of a major tourist destination in Solano County and a constituent, I want to thank you for your efforts in pursuing state funding for the I-80/I-680 Interchange. We understand that Governor Davis has included \$13Million in funding for the I-80/1680 Interchange in the 2000/01 State Budget. We appreciate your support and request for these funds. This is encouraging news for us in view of the projections of fast growth in Solano County for the next 20 years.

The Herman Goelitz Candy Company, Jelly Belly Visitor Center receives over 1,200 visitors per day with weekend totals often reaching over the 3,000 mark. A large percentage of our visitors travel the I-80/I-680 Interchange and as a business we view the continuing gridlock as an obstacle to the growth of our retail business. I have been a resident of Solano County for the past 3 years and in that short period of time I have watched our residential streets and county roads become overloaded with residents traveling to and from work, school and errands in an effort to bypass the freeway blockage.

On behalf of my family, our growing business and our family of employees I urge you to continue your efforts to solve the problems at the I-80/I-680 Interchange.

Sincerely,

Michael R. MacGillivray
Retail Marketing Director

MRM/nn

cc: ✓ Mary McCarthy - SEDCORP
Daryl Halls - STA



SENATE
CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

Hwy 12

May 30, 2000

Honorable John Burton, Co-Chair
Honorable Dean Florez, Co-Chair
Conference Committee on Transportation
State Capitol, Room 400
Sacramento, CA 95818

Dear Senator Burton and Assemblymember Florez:

We would like to request that the Conference Committee on Transportation consider adding a critical project that will help significantly reduce congestion in the North Bay. We would like the Conference Committee to include a \$14 million appropriation for the reduction of congestion and improvements of highway safety from Solano County to Napa County along SR/12 (from SR/29 to I-80) through Jamison Canyon.

The \$14 million would be used to complete final design, engineering, and environmental work on the corridor. This will also allow for additional local and State resources to be applied and hopefully complete improvements.

We would like to stress that this stretch of highway serves as a primary connector between Marin and Sonoma Counties to Solano, Contra Costa, Yolo, and Sacramento Counties, through Napa County. By investing in the Highway 12 (Jamison Canyon) Project, you are helping reduce congestion throughout the North Bay and Sacramento Valley.

We have received overwhelming support from all of our districts and the Napa County Board of Supervisors has voted to support this action. We greatly appreciate your consideration of this

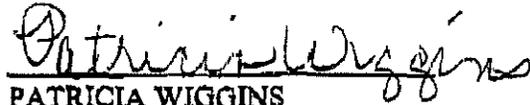
May 30, 2000
Page 2

project into the final Congestion Management Plan for California. We ask for you to support this item.

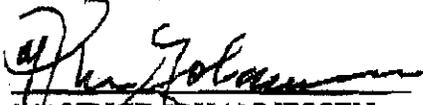
Sincerely,



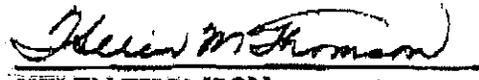
WESLEY CHESBRO
Senator, Second District



PATRICIA WIGGINS
Assemblymember, Seventh District



MAURICE JOHANNESSEN
Senator, Fourth District



HELEN THOMSON
Assemblymember, Eighth District

S E D C O R P

SOLANO ECONOMIC DEVELOPMENT CORPORATION

May 5, 2000

Dan Donahue, Chair
Solano Transportation Authority
333 Sunset Ave. #200
Suisun City, CA 94585

Re: Highway 12 Improvements - Jamieson Canyon

Dear Dan:

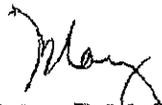
The purpose of this letter is to call to your attention the threat to the continued economic prosperity of the North Bay caused by the condition of the Highway 12 connection between Solano, Napa and Sonoma counties. This two-lane artery no longer supports the efficient movement of goods and employees.

The section of Highway 12 through Jamieson Canyon, connecting Solano and Napa Counties, is particularly dangerous and should be a high priority. With the welcome addition of capital investment and quality jobs in the business parks both in Solano County and Napa County at the Airport, the congestion on this section of Highway 12 has increased rapidly during the commute hours and throughout the day. We strongly recommend that planning be initiated now to expand this section of Highway 12 into a divided four-lane highway.

Both Solano and Napa Counties and the region's transportation agencies, the MTC and CalTrans, agree that design work should proceed now to bring this section of Highway 12 into efficient service. This critical project only needs the State to step forward with its share for the feasibility, design and environmental work to proceed. We urge you to recommend to our legislators to include this \$14 million in the legislative bill for the Governor's transportation budget.

SEDCORP is a regional, non-profit partnership of business and industry working with communities and educators to bring economic prosperity in balance with a high quality of life to Solanoans. Our 47-member Board and 200 members have expressed the need for active attention to our fragile transportation network as a high priority in meeting our mission of continued prosperity. Thank you for your sincere attention to this matter.

Regards,


Mary T. McCarthy
President



napa news

A section of the Napa Valley Register



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Wiggins: Hwy. 12 gets \$6 mil

06/03/2000

By JODY COLLINS
Register Staff Writer
NAPA COUNTY

Many road improvement projects were left off Gov. Gray Davis' new budget, but lobbying by local officials may have saved the Highway 12/Jamieson Canyon project.

State Assemblymember Pat Wiggins (D-Santa Rosa) announced Friday she's received support from Davis' staff in securing \$6 million to get the project started.

Wiggins has been working on the Jamieson Canyon project with State Sens. Wes Chesbro (D-Arcata) and Maurice Johannessen (R-Redding), Assemblymember Helen Thompson (D-Davis) and the Napa County Transportation Planning Agency.

An earlier request for \$14 million was denied in late May and many believed the project was going to be dropped from the \$5.3 billion Traffic Congestion Relief Plan.

But Matt Reilly, Wiggins' chief of staff in Sacramento, said "a well-placed staff person" informed them the money was Napa's.

"It's not a done deal yet," Wiggins said Friday. "But it is supported by the Governor and that looks good and I think we're going to get it."

Reilly said, "The Governor has been sympathetic," to their requests to get money for Jamieson Canyon.

"The Governor had been very supportive of Napa and its needs," he said.

Post-It® Fax Note	7671	Date	# of pages 2
To	DARYL HALLS	From	JAMIE YODER
Co./Dept.	F71	Co.	

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SITE MAP

Hilary McLean, of the governor's staff, acknowledged that Jamieson Canyon's project is under consideration by Davis, but a final decision has not been reached.

"(Davis) certainly is very aware of the interests and concerns of local transportation (groups) to relieve the congestion along Highway 12," she said. "What can be done at this late stage is still a question. A final decision has not been made."

Highway 12, for the six-mile stretch is question, is evenly split between Napa and Solano counties. High numbers of traffic collisions and gridlock have spurred community support for the Jamieson Canyon project.

The project involves widening the two-lane highway to four lanes, realigning dangerous curves; adding more signs, encouraging carpooling and including a median barrier to reduce the number of head-on collisions.

"It boils down to an issue of safety, the economic vitality of the region and an overall comprehensive approach to transportation problems," Reilly said.

Napa County supervisors have been split on whether or not the highway should be widened, but still sent a letter to the governor in May requesting the funds.

Jamieson Canyon's traffic has soared 16 percent in the past eight years, and is estimated to climb 44 percent in the next 20 years to 42,500 trips on the road per day.

The \$6 million pays for an environmental review, right-of-way clearance and design review. The entire Jamieson Canyon widening project is estimated at \$104 million dollars.

Reilly did not have an estimated start date for the project. A June 15 deadline for passing the governor's budget is rapidly approaching. The new budget takes effect July 1.

The state budget needs a two-thirds approval in both the State Assembly and Senate before passing.

Reporter Jody Collins can be reached at 256-2221 or at jcollins@napanews.com.

Jepson Parkway, reservoir on Fairfield council agenda

Daily Republic staff 5/15/02

FAIRFIELD — A plan to build a reservoir in Green Valley and a resolution supporting the creation of the proposed Jepson Parkway project goes before the Fairfield City Council Tuesday.

The City Council will consider starting eminent domain proceedings against the Hofmann Co., the developer who is building the Eastridge subdivision, to get the land needed to build a water reservoir.

Fairfield city planners want the reser-

voir to ensure developments in the Green Valley area such as Eastridge have the water storage they need.

Hofmann wants to complete building Eastridge before selling the reservoir site to Fairfield while the city wants to put the reservoir in place before the houses go up.

Waiting would drive the price of the land up, Public Works Director Ron Hurlbut said in a memo to the council.

The matter landed before the Fairfield City Council at its May 2 meeting, but

was delayed because the eminent domain attorney failed to tell the Hofmann Co. about the meeting.

In other business, the Solano Transportation Authority is asking the Fairfield City Council Tuesday for a resolution supporting the Jepson Parkway Concept Plan, a plan the council has already endorsed.

The plan is a blueprint for improving the roadway link between Interstate 80 as it passes through eastern Vacaville at Leisure Town Road with Highway 12

where it departs Suisun City near Walters Road.

Fairfield's portion of the proposed parkway extends Walters Road north to Cement Hill Road before using that roadway to run east out of Fairfield across Peabody Road toward Vanden Road.

The STA has already collected \$50 million in federal funds to design and build portions of the parkway.

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

DR. 6/4

City Council to decide whether to back project

Jepson Parkway proposal on tap for Tuesday meeting

By Ian Thompson
DAILY REPUBLIC

FAIRFIELD — The proposal asking the City Council for its support of the Jepson Parkway project goes before the council on Tuesday night.

The Solano Transportation Agency is making the rounds of those involved with the proposed roadway that is expected to improve local traffic between Vacaville and Suisun by way of eastern Fairfield.

Initially called the Interstate 80 reliever route, the proposed parkway is expected to make it easier to get from Suisun City to Vacaville without getting on I-80.

The STA has been able to raise \$50 million so far to design and build segments of the parkway.

Fairfield's portion of the parkway would extend Walters Road north to Cement Hill Road before using that roadway to run east out of Fairfield across Peabody Road toward Vanden Road.

Vacaville's portion of the parkway drew fire earlier this year from Leisure Town Road residents who didn't want to see the road widened and more traffic attracted to it.

The parkway's construction is expected to be funded by state and federal transportation funding as well as the cities' shares of gas tax revenues.

In other business, the council will vote on awarding a \$489,000 contract to Blythe & Associates of Fairfield to renovate the unused Dickson Hill Water Treatment Plant filtration building.

The city plans to convert the building into a record retention facility to store city records.

Representatives of the Rancho Solano Homeowners Association plan to show up with a petition asking for council help to convince Solano County to reduce the tax penalties assessed against the closed Rancho Solano Health Club.

The association said this would give local developer Billy Yarbrough the financial ability to buy, pay off liens, repair, clean up and reopen the club that has been closed since its previous owner went bankrupt.

A similar petition is expected to go to the Solano County Board of Supervisors earlier in the day.

The Fairfield City Council will meet at 7 p.m. Tuesday in the Fairfield City Council chamber at 1000 Webster St.

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

Council splits on Jepson commitment

By Ian Thompson
DAILY REPUBLIC

D.R.
6/29/00

FAIRFIELD — A split Fairfield City Council refused to commit themselves to supporting the Jepson Parkway project before a June 27 study session to further work out changes to the city's general plan.

Councilmembers Harry Price, Karin MacMillan and Jack Batson voted to delay a resolution supporting the concept of building a thoroughfare that would connect Suisun City to Vacaville via eastern Fairfield.

MacMillan called the idea of the roadway growth-inducing and catering to developers.

"This is not what it is portrayed to be," MacMillan said.

Price called the concept of giving local residents better access between the three cities without having to get into Interstate 80 "pretty good," but felt the council should better lay out in the city's general plan how Fairfield should grow first.

Mayor George Pettygrove and councilman Steve Lessler voiced their support with Pettygrove saying it won't be growth-inducing and that if the city did nothing, traffic in eastern Fairfield will only get worse.

Lessler called the parkway an evolution in linked planning between all the affected agencies that included Suisun City, Vacaville, Solano County and the Solano Transportation Agency.

The parkway, if built, proposes to take local motorists off I-80, relieving congestion.

"It is so residents won't have to mingle with freeway traffic," Solano County Supervisor John Silva said.

Vacaville City Councilwoman Rischa Slade stressed the parkway doesn't make any land use planning decisions, something that remains in the city councils' hands.

STA representatives were uneasy with city council suggestions to delay voting on the resolution because it could endanger funding for Fairfield's portion of the parkway.

"All this will do is send a negative message to the other agencies," Lessler said.

John Takeuchi of the Solano County Taxpayers Association said the Jepson Parkway funds would better help the region by being used to solve the growing congestion at the I-80/680 interchange.

The city council's July 18 meeting is where the council will have to fish or cut bait on whether they can support the Jepson Parkway concept, City Manager Kevin O'Rourke said.

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

Governor Davis puts local interchange within budget

By Mark Simborg

DAILY REPUBLIC

5/17/00

FAIRFIELD — Gov. Gray Davis put a congested Solano County interchange on his transportation funding list, officials said Tuesday.

The chronically choked Interstate 80/Interstate 680 interchange will get \$13 million for a study if the Legislature adopts the governor's budget as is on June 15.

Davis announced revisions to his

budget on Monday, but local transportation officials didn't get confirmation of the \$13 million until Tuesday.

The money would be used for a study to determine the environmental impacts of rebuilding the entire interchange, something officials would ultimately like to do at a cost of \$400 million.

Officials with the Solano Transportation Authority said they were

See **Budget**, Back Page

Budget

From Page One

happy the governor recognized at least one of the three projects they requested funding for months ago.

They're still seeking funds to get started on a joint project with Napa County to widen Highway 12 and to make improvements to Capitol Corridor train tracks that will allow for more runs.

The governor released the first draft of his budget last month. It included \$1 million toward the interchange study and \$10 million for a new Vallejo ferry.

"It starts to pay off when your legislators work together and focus on specific projects instead of handing in just a long list," said Jim Sperring, Suisun City mayor and STA board member.

STA Executive Director Daryl Halls said there's still a chance that the other projects will be put on the list before

June 15.

"We're going to keep pushing," he said.

Eventually, officials want to widen Highway 12 through Jameson Canyon from two to four lanes. They have asked the state for \$14 million to draft an environmental review for the project.

Traffic and accidents plague Highway 12, which more and more is becoming a vital artery as the Fairfield and Napa economies become more interdependent.

Officials also want to make Amtrak's Capitol Corridor into a legitimate commuter service.

They have asked for \$33 million for track improvements that will allow for more runs between Sacramento and Oakland. There are seven right now, the goal is 10.

Spering wins 'Person of the Year' award

5/17/68

Daily Republic staff

SUISUN CITY — The California Transportation Foundation named Suisun City Mayor



SPERING

Jim Spering "Person of the Year" for his efforts to link land use and transportation.

The foundation also gave the Jepson Parkway Concept Plan, which Spering helped devise, top honors in the category of "transportation management."

Spering was instrumental in establishing the Metropolitan Transportation Commission's Transportation for Livable Communities Program. Mostly through grants to cities, the program encourages projects that link transit and land use.

"It was just nice to be recognized for your efforts," Spering said. "It's very rewarding; it's an honor."

Spering has been the mayor of Suisun City since 1986. He served as the MTC's chair for two years. He has served on the

Jim Spering has been the mayor of Suisun City since 1986.

Solano Transportation Authority board since 1991 and also serves on the Capitol Corridor Joint Powers Authority.

He received his award at the Foundation's 11th annual "Tranny" Awards Banquet May 10.

Established last year, the Transportation for Livable Communities Program has doled out more than \$220,000 worth of grants to Bay Area cities and counties. This includes Solano County, which received funds for Jepson Parkway.

The parkway's concept plan links land use and transportation along the 10 1/2-mile thoroughfare that will run from Highway 12 in Suisun City to Interstate 80 in Vacaville.

The plan lays out bike paths and bus routes along Jepson Parkway, and ensures that landscaping, lighting and signs are adequate and consistent along the route.

City mulls takeover of Benicia Transit service

Staff proposal to dump Laidlaw may go to council by the end of July

By Nathan Salant
ASSISTANT EDITOR

City staffers are preparing a proposal to take control of Benicia's bus and paratransit systems and terminate the city's contract with Laidlaw Transit Services of Martinez, which currently operates the transportation network, the Benicia Herald has learned.

The proposal, which is expected to go before the City Council in July, would include employing and training bus drivers and dispatchers, performing bus maintenance at the city's Corporation Yard and hiring a new, full-time transit manager.

Finance Director Alan Nadritch, who currently doubles as Benicia's transportation director, confirmed this week that city staff was studying the proposed takeover. Nadritch said bringing the transit programs in-house would help the

city provide better service to residents.

"Based upon our current expenditure levels, we feel the city can put a better service on the streets and also develop a surplus for the transportation fund and, hopefully, expand service," he said. "Our goal is to develop a surplus in the transit fund to put one of the best services in the Bay Area out on the street."

Benicia Transit currently operates hourly bus service from downtown Vallejo and the Pleasant Hill BART station and more-frequent commute-hour service between Southampton and Pleasant Hill BART using smaller, minivan-type vehicles known as cutaways. The city's Dial-A-Ride offers inexpensive, shared rides within city limits.

The proposal anticipates termination of the city's contract with Laidlaw, the country's largest transit operator, which began operating in Benicia after purchasing Dave Transportation of Santa Ana in 1998. Dave, which provided drivers for Benicia Transit since the system began in 1989, underbid the old Benicia Yellow Cab Co. for operation of the city's Dial-A-Ride service in 1996.



See Buses, page A8

Benicia Transit vehicles would be managed and maintained by the city under a proposal that may go to the City Council in July.

PHOTO BY CARL NELSON

Buses

Continued from page A1

"A year's notice would be given to Laidlaw and to allow the city to make arrangements — Corp Yard improvements and hiring a transportation manager, dispatchers and drivers who would be regular city employees and join the city family of staff who serve the community," Nadritch said. "Laidlaw does a reasonable job given its resources but I think the

city can do a better job of putting buses on the street and provide better service to the community and also build a surplus."

Vice Mayor Pierre Bidou, Benicia's representative on the Solano Transportation Authority, said it was too early to determine whether the proposal would work since the staff analysis was still in progress.

"It's premature," Bidou said. "We've got to do the proper research and get the proper numbers. If it is cost-effective, if it will serve our community better, it's the way we should go. We have to

have better service and expanded service for our community."

If the proposal is approved by the City Council, it would make Benicia the first city in Solano County to operate transportation services without using outside contractors. Vallejo, the county's largest city with 75 percent of all Solano transit services, uses outside companies to provide drivers for its bus, paratransit and ferry operations.

Fairfield-Suisun City, Vacaville, Dixon and Rio Vista also use outside transit operators for local transportation service.

Ferries in Benicia? Vallejo mayor says 'maybe'

By Nathan Salant
ASSISTANT EDITOR

The City of Vallejo is willing to discuss a fledgling idea to extend weekend ferry service to Benicia, Vallejo Mayor Tony Intintoli confirmed this week.

Intintoli said Wednesday that he was amenable to the idea, advanced by Benicia Mayor Steve Messina, to extend a weekend tourist run of the Vallejo Ferry, the popular water link between Solano

County and San Francisco, to the Benicia Marina on a trial basis.

"I think all those things are open to discussion," Intintoli said. "If we did our homework, I can't see why we wouldn't. It's nice to cooperate with neighbor cities."

But Intintoli said Vallejo Ferry would not be able to participate in such a service until it acquires a new ferry boat, which has been budgeted but will take up to two years to build.

Messina cautioned that plans for

the ferry service, which would operate from the Benicia Marina, were still in their infancy and could take many months, or even years, to mature.

"At this point, it's too early to say that anything is going to come of it," Messina said Thursday. "I just passed onto him that it would be great if we could do it."

The return of ferry service to Benicia has been debated in earnest for the past few years, as water transit has taken on new desirability

in the face of the Bay Area's overcrowded freeways. The success of the Vallejo Ferry, which was a lifesaver for commuters during the BART strike of 1997 when ridership increased by 400 percent, has inspired the City of Benicia and other Bay Area cities to seek commuter boat service.

Ferry service has also been promoted as the key to revitalizing Benicia's historic downtown.

Benicia and Martinez were major ferry ports from the time of

the Gold Rush in the mid-19th Century until the construction of railroad and freeway bridges across the Carquinez Strait between the two cities. Trains from the Transcontinental Railway used to stop at the end of Benicia's First Street and be transferred to ferry boats.

Plans to secure state and federal transportation grants to build a ferry terminal on First Street or on East Fifth Street have so far been unsuccessful. Cost of a First Street

ferry terminal has been estimated as high as \$5 million because of extensive and expensive dredging that would be necessary before the water would be deep enough for ferries to maneuver.

The Metropolitan Transportation Commission, the regional body responsible for allocating hundreds of millions of dollars in transportation studies each year and which subsidizes the Vallejo Ferry and other Bay Area ferry

See Ferries, page A4

Ferries

Continued from page A1

operations, has come out against a Benicia ferry because of its proximity to Vallejo. The Solano Transportation Authority also has opposed the extension of regular ferry service to Benicia.

An estimated 15 percent of riders on the Vallejo Ferry are Benicia residents.

The reluctance of MTC to endorse ferry expansion plans led Benicia and more than two dozen other Bay Area cities to sign onto last year's study by the Bay Area Council that recommended establishment of an independent agency to set up a high-speed ferry system with terminals in 25 cities, including Benicia.

Gov. Gray Davis recently proposed allocating \$12 million to the new agency and nominated five prominent San Francisco residents to serve on the commission, including San Francisco Supervisor Gavin Newsome.

But Messina and Pierre Bidou, Benicia's representative on the Solano Transportation Authority, said the city might be able to set up a series of test runs from Vallejo to judge costs and whether the Marina is suitable for ferry boats, at least until new facilities could be built.

"What we'd like to do is have some runs on weekends or on days we have special events, like the Peddler's Fair," Messina said.

New name for county's merged bus system

The VINE, Napa Valley Transit consolidate

(4.20.00)

By KEVIN COURTNEY

Register Staff Writer

YOUNTVILLE

Napa County's new consolidated bus system is going to get a name with a personality befitting wine country: The VINE.

When it came to picking a new name for the merger of Napa Val-

ley Transit, the Upvalley system, and Napa's municipal system, the VINE, the VINE won hands down.

"The VINE will give it personality," consultant Christina West of Go West Communications told the Napa County Transportation Planning Agency Wednesday.

"It's a likable name. It has a public image."

After July 1, all buses in the county will begin carrying the VINE label. It will no longer be V.I.N.E., a creative acronym standing for Valley Intercity Neighborhood Express, but simply the VINE.

With the change of name will come more bus routes.

During the first year of merged service, Upvalley runs will double from seven to 14 round trips daily, Mike Zdon, executive director of the NCTPA, said.

Napa Councilwoman JoAnn Busenbark suggested Grapevine for the merged system, but St. Helena Councilmember Joe Potter thought that was "too cutesy."

Potter liked the idea of keeping Napa Valley Transit as the dominant name, with VINE becoming the nickname. Upvalley riders have grown accustomed to Napa Valley Transit for the buses that

run from Calistoga to Vallejo, he said.

Yountville Councilmember Louis Jefferson conceded the appropriateness of VINE, a name that evokes the Napa Valley's major industry.

"I think people Upvalley ... will get pretty used to it," Jefferson said. "It fits the valley. It's kind of synonymous with this county."

Calistoga Councilmember Paul Dohring favored VINE as a name that would "bring this community together."

It will take a while for all Napa Valley Transit buses to carry the VINE logo, officials said.

Highway 12 project not in newest budget

By CHRIS METINKO

Register Staff Writer

(5.21.00)

NAPA

Despite last minute revisions this week to the governor's proposed budget \$5.3 billion Traffic Congestion Relief Plan, the widening of Highway 12, also known as Jameison Canyon will not be part of the budget as it heads toward the state's legislature.

However, Mike Zdon, Napa County Transportation Planning Agency executive director, said is confident the six-mile stretch of road might yet be added.

"There always can be money added for other projects, and there are no projects in Napa in this plan," Zdon said.

Zdon and other local officials, including Ron Greenslate, at the Napa Valley Eco-

See HIGHWAY, Page 4A

Highway

From Page 1A

conomic Development Corporation infrastructure chair, Napa City Councilwoman Jill Techel and Celine Haugen, NVEDC executive director, went to Sacramento last Thursday to lobby local politicians to try and get Jameison Canyon added to the funding.

Zdon was pleased with how the meetings went and remains optimistic that Highway 12 may get funded.

Napa and Solano counties, along with Caltrans, had agreed to complete design work, but were counting on a \$14 million state contribution to that effort. The total cost of widening the two-lane highway to four lanes would be \$104 million.

Zdon said the highway widening has received support from Assembly members Pat Wiggins (D-Santa Rosa) and Helen Thompson (D-Davis) and Senators Wesley Chesboro (D-Arcata) and Maurice Johannessen (R-Redding). The state budget needs two-thirds approval to get through both the Assembly and the Senate.

"Every member's vote counts," Zdon said.

Zdon said the county has until

June 15, to get Jameison Canyon on the road; that is the deadline for the governor's budget to pass.

Jim Drago, Caltrans spokesperson, said the state adds projects to its budget every two years with the next new budget to be approved in 2002.

"What the governor's plan is an augmentation to the transportation budget, just a one time thing," Drago said. "Just because a project isn't in this budget, doesn't mean it won't be added in two years."

Zdon believes many of the current projects receiving funds are long-term deals, meaning they will be eating up most of the state's transportation budget for the next 20 years.

Drago said projects were chosen to be added to the governor's augmentation if they: Eased traffic; improved movement of commerce, or were connecting routes to mass transportation.

Highway 12 traffic has increased 16 percent over an eight-year period. In 1990, the average amount of daily trips were 25,500. That number grew to 29,500 in 1998. Future forecasts indicate an additional 44 percent increase in travel over the next 20 years to about 42,500 trips every day.

Reporter Chris Metinko can be reached at 256-2265 or at cmetinko@napanews.com

DR
5/19
**Pressure leaders
to fix Highway 12**

This letter is for readers who have been caught in gridlock in Jameson Canyon or experience high anxiety when traveling through the canyon.

Traffic has grown considerably while the road is basically the same as it was 100 years ago. It is out of date. Also, Napa and Solano counties, together with Caltrans, agreed on a \$14 million shared budget to start design and environmental work on improvements. But, alas, the money doesn't show in the Governor's \$5.2 billion transportation budget.

We need to get the money budgeted. You can help with a personal letter describing your observations about Highway 12 between Interstate 80 in Solano County and Highway 29 in Napa County.

Here are the names and addresses of the people who need to hear from you:

Gov. Gray Davis State Capitol
Sacramento, CA 95814; Assembly-
woman Helen Thompson, 8th District
State Capitol, Room 4140 Sacramen-
to, CA 95814; state Sen. Maurice
Johannessen State Capitol, Room
5061 Sacramento, CA 95814

The letter need not be lengthy. If you think Highway 12 should be a four-lane divided highway, say so. If you think it should be a scenic highway, say so. If you think it is a nightmare on rainy nights, say so. If you think head-on collisions are a constant, unnerving threat, say so. Just let them know what you think.

Let's get Highway 12 fixed. The life you save may be yours.

Ron Greenslate
Napa

Bay Area commuters squeezing

in tighter

For Napers it's hurry-up- and-wait for

(4.30.00)

By KEVIN COURTNEY
Register Staff Writer

VALLEJO

If you live in Napa and work in San Francisco, the commute choices are frighteningly clear.

You can steel yourself for a marathon session of stop-and-go driving on Interstate 80 or board a Baylink ferry in Vallejo and be whisked

over San Francisco Bay while enjoying a coffee and Danish with your morning paper.

The water option is winning so many converts that peak morning runs are often running full. To be assured of a seat, commuters are having to arrive early and wait in long lines.

Unless you're an early bird, you risk being left at the dock. A dozen or two commuters are left behind on some runs.

Carrie Bisson, a ferry regular from Napa, doesn't know if it's higher gas prices, population growth or worsening congestion on 80, but now she has to worry about getting

The Local Angle

to the ferry terminal early enough to get a seat.

If ridership keeps growing, "it's going to get ugly," said Bisson, who reports incidents of line-jumping and frayed tempers among formerly placid ferry riders.

When Vallejo inaugurated two high-speed ferries in 1997, the idea that each 300-passenger boat might run full struck most people

as ludicrous, Pam Belchamber, Vallejo's director of transportation, said.

"Had we asked for a third boat back then, people would have thought us crazy," Belchamber said.

Only two ferry trips in March, 1999, ran full. This March, there were 55 capacity runs, she said.

The ferry system has essentially maxed out on its ability to carry rush hour commuters, although seats remain for mid-day

ferry seats

See FERRY, Page 4D

Ferry

From Page 1D

recreational travelers, she said. Some 20 to 25 percent of Baylink riders live in Napa County.

Responding to the ferry's popularity, Gov. Gray Davis is proposing \$10 million in next year's state budget to buy a third catamaran capable of making the Vallejo to Ferry Building run in 50 minutes.

If the Legislature fully funds the boat with general fund revenues this summer, it would take another 18 months to have a new boat built, Belchamber said.

If voters have to approve funding at a bond election, the timetable would be longer.

A third ferry would allow 16 or 17 round trips daily instead of the current 11.

In the short term, Vallejo plans to supplement ferry services with more buses to carry the commuter overflow, Belchamber said. Buses can make the Vallejo to S.F. run in about an hour by using the high occupancy vehicle lane on I-80, she said.

Belchamber is already thinking of a fourth ferry. One would probably be needed by 2005 or 2006, she said.

The growing popularity of the ferry is adding stress to the lives of commuters who are now having to arrive an extra 10 or 20 minutes early to make sure they have a seat, Belchamber said.

The 6 a.m. and 6:30 a.m. ferries often fill up early and leave 10 or 15 minutes before the scheduled departures, Belchamber said.

"What used to be a carefree, leisurely morning has people coming in earlier and earlier," she said.

Despite the new hassle, Bisson said the ferry still beats riding alone in her car into the city. "Once you get on board, you can relax and read the paper, talk to your friends. It's not a stop and go thing," she said.

Bisson, a human resources director for a San Francisco law firm, said she's happy if she can keep her commute to four hours or less daily. She likes her Napa lifestyle and the house that her San Francisco salary enables her to own.

"You can't afford to buy a house working in Napa," Bisson

"What used to be a carefree, leisurely morning has people coming in earlier and earlier."

Pam Belchamber, Vallejo's director of transportation

Joe Schunk, a ferry commuter who lives in American Canyon, said Napa County's more affordable housing prices justified the inconvenience of commuting.

"I chose to live where I live because it was commutable by public transit. It was the intersection of commutability and affordability," Schunk said.

The growth of ferry service between Vallejo and San Francisco could pay dividends in Napa County by reducing highway congestion, Mike Zdon, executive director of the Napa County Transportation Planning Agency, said.

The agency supports increased Napa Valley Transit bus service from the Napa Valley to the ferry dock, enabling both commuters and recreational travelers to use the ferry without having to get into cars, Zdon said.

Last summer, the agency added year-around Sunday service, which will be expanded yet again this summer, Zdon said.

As a way of managing tourism, the agency is asking the state to fund a \$200,000 study of someday adding a railroad connection from the ferry terminal to Calistoga.

In another 10 years, once a fourth ferry is added to the San Francisco run, passenger rail service might be financially feasible, Zdon said.

Belchamber favors new public

transit connections to the ferry dock. "We can't accommodate everybody driving to the ferry terminal. We'd have to turn our entire waterfront into a parking lot," she said.

Anyone who tries the ferry will probably become a committed rider, said Harry Hall, a Napa retiree who rode Baylink into the city for a birthday celebration this spring.

"We don't like to drive as much as we used to. The freeways are congested. You get beat to death," Hall said of his experiences on I-80.

The ride in was "smooth as silk," said Hall, who got off at Fisherman's Wharf and spent the day dining and strolling with his wife Grace.

The economics of riding the ferry can't be beat, Schunk said. A monthly pass costs \$175, which works out to about \$8 a day.

If he took his car, he would pay \$4 in tolls, \$20 to park all day, plus the cost of gasoline and car wear and tear.

A day pass, sold at the terminal, Safeway supermarkets and Longs drug stores, is \$12.



Napa resident Carrie Bisson (in brown coat) chats with fellow ferry riders Yvonne Brown and Walter Palmer during her commute to work in San Francisco aboard the Vallejo Ferry. To be assured of a seat, commuters are having to arrive early and wait in long lines.

NVR (5.2.00)

LETTERS TO THE EDITOR

Napa workers ask for better highway

Dear editor:

It is with great disappointment to the members of the Wine Service Co-Op to learn that there is a chance the long planned improvements to Highway 12 may fall by the wayside. Wine Service Co-Op has 40 member wineries representing about 1,200 employees. The free movement of goods and services in and out of Napa County is important to all wineries. Presently, Highway 12 between Napa and Solano Counties is often jammed to capacity.

When Highway 12 is gridlocked it:

1. Prevents employees from getting to work.
2. Holds up delivery of boxes, glass, and labels necessary for production.
3. Wastes time in shipping of finished product out of this county.
4. Gives tourists from other states and other countries a bad impression of the Wine Country.

While it is important to double-lane Highway 12 (two lanes in each direction), studies should also be initiated now to improve at-grade, traffic light controlled intersections in Napa County. Wine Service Co-Op urges everyone in the Highway decision making process to get started on design work to

fix Highway 12 and provide the funds necessary to do so.

W. Skowronski

President

Wine Service Co-Operative

St. Helena

Support funding for Highway 12

Dear editor,

According to recent news reports, funding for design and environment work on the portion of Highway 12 between Highway 80 and Highway 29 may be at risk.

I sincerely hope this is not the case as that portion of Highway 12 is at capacity much of the time and is not a safe road to travel.

From my perspective, Highway 12 serves the North Bay Region. My company, Alkar Human Resources, highlights this notion. We were established in 1985 to provide full time and temporary staffing for businesses in Napa, Sonoma and Solano Counties. In recent years, we have conducted computer training classes to qualify more people for the work force. Our students come from Solano, Sonoma and Napa counties. As Highway 12 serves this growing region, improvements should be located from special funds. It comes to my mind that state surplus money would be well spent to cure this critical traffic problem.

Finally I want to stress that Highway 12 needs more than cosmetic help, more than a new left turn lanes or so. It is at least 25 years behind the times. Please work to make it a safe, four lane, divided highway. At the very least, funding should be in the Governor's transportation budget.

Elizabeth Pridmore
President
Alkar

NUR
(5-3-00)

NUR (5.5.00)

LETTERS TO THE EDITOR

Restore funding for Highway 12

Dear editor,

Our company was alarmed to learn that an agreement between Napa County, Solano County and Caltrans to upgrade Highway 12 between Highway 80 in Solano County and Highway 12 in Napa County may fail because of lack of inclusion in the governor's proposed transportation budget.

It is very important to our company that these funds be restored and work start as soon as possible on improving this particularly dangerous stretch of Highway 12.

Advanced Pressure Technology was founded in June of 1987. We manufacture pressure valves and regulators for the semiconductor industry. Our customers include many of the large chipmakers and gas distribution companies who service this industry.

We have 125 employees of whom more than half must drive through Jamison Canyon twice a day. The roadway, as it is now, is very unsafe and I don't know anyone who is comfortable driving it. The winding, two-lane roadway is no longer adequate to serve as the primary access between Solano and Napa counties. In addition, the approach to Highway 12 from Highway 80 in Solano County is a huge accident waiting to happen as cars are often stacked into the high-speed lanes of

Highway 80 due to the backup of cars already making their way onto Highway 12.

In my view, Highway 12 deserves more than just widening. It should be made into a two-lane divided highway in each direction. Anything less is postponing the inevitable and inviting serious accidents.

While on this subject of Highway 12, I would think the Metropolitan Transportation Commission, Caltrans and the counties would begin design work on grade separations at traffic lights in Napa County. It is clear the Highway 12/29 section is now at over-capacity.

Please keep us advised on what is going on. Money must be restored to the budget to get work started.

Kathy Wright
Chief Financial Officer
Advanced Pressure
Technology
Napa

Jamieson Canyon needs help now

Dear editor,

The efficient movement of fresh produce, meat products, groceries and miscellaneous items is of vital importance to our business. Our business, in operation since 1947, depends on the trucking industry for at least 25,000 different items that are carried in our stores.

The need to improve Highway 12 between Highway 80 in Solano County and Highway 29 in Napa County is essential. This section of highway, often referred to as Jamieson Canyon, is often at a standstill, causing increased delivery costs as well as frequently delaying employees on their way to work or on their way home to their families.

Trucking is the lifeblood of commerce in Napa County. All businesses rely on their supplies being trucked into the valley. In addition, the thriving Napa Valley wine industry employs the use of hundreds of trucks to move their product. So safe, efficient highways are extremely important. Jamieson Canyon is an unsafe road. Work needs to go forward now to make it a four-lane divided highway. Studies should also be made on other sections of Highway 12 for future improvement.

Please do everything you can to support funding of design and environmental work on Highway 12 along the 6.5-mile stretch through Jamieson Canyon.

Ray F. Sercu *NUR*
President *(5.7.00)*
Vallerga's Markets

LETTERS TO THE EDITOR

NUR (5-8.00)

Governor should help Highway 12

Dear editor,

Nova Group, Inc., established in 1976, is an engineering and construction company located in Napa. We employ from 250 to 300 people. We fabricate a number of large items, including structural steel, fiberglass and piping products that distributed nationwide.

Almost all of our finished products are shipped by truck across Highway 12, which joins Highway 29 to Highway 80. Since 1976, growth of the north bay region has been significant and traffic counts have climbed, particularly in the last two or three years.

However, the road transportation system has not been improved to any significant degree. For example, Highway 12 is basically the same road that it was at the turn of the 20th century, for the most part one lane in each direction. It should be a four-lane highway.

Now, with the governor's transportation plan on the table for discussion, it is important to include improvements to Highway 12 in that plan. It is my understanding that Napa and Solano counties have reached an agreement with Caltrans that work should go forward on road design and environmental considerations.

What is needed is \$14 million or \$15 million in the budget to get started. This seems to be a reasonable amount to improve the major east-west road in the north bay.

P.S. A majority of our employees use State Route 12 to get to and from work. Their personal safety is at stake.

Ronald M. Fedrick
President
Nova Group, Inc.
Napa

Napa commuters have a bus option

Dear editor,

I read with interest your April 30 article regarding commuting between Napa and San Francisco, and was surprised that the oldest commute service between these cities was not mentioned.

The Napa Valley Commute Club (NVCC) has been providing regular commute bus transportation between Napa and San Francisco for more than 20 years. Presently, we operate one bus daily with several boarding

points in Napa and more than 15 drop-off locations in the city.

As we presently operate only one bus, we are not as flexible as the ferry, but for commuters from Napa, we provide a faster and more economical daily commute.

Anyone interested in exploring this commute alternative should contact us at 258-3458.

Bob Streich
Treasurer
Napa Valley Commute Club

Davis wants to earmark gas tax for roads

DR 5/14/00

The Associated Press

SACRAMENTO — The state's surging revenue flow has eliminated the need to borrow \$2.2 billion to help pay for Gov. Gray Davis' \$5.3 billion congestion-relief plan, administration officials said Friday.

The governor is dropping his proposal to sell bonds to raise the \$2.2 billion and instead will ask lawmakers to earmark part of the sales tax on gasoline to provide the money.

Under Davis' new proposal, the state would use \$440 million a year in gasoline sales taxes for transportation over the next five years. The money now goes into the state general fund and is available for a variety of programs.

That pay-as-you-go approach would save \$1.6 billion in interest payments to bond buyers over the 25-year life of the bonds, aides said.

"The money's available and it's going to save us money in the long run," said one aide in explaining

the switch. He spoke on the condition that his name not be used.

He denied that the governor would have had trouble lining up the votes in the Legislature to approve the bond measure, but leaders of both parties said they doubted the support was there.

"There were no Republican votes for the bonds," said Assembly Minority Leader Scott Baugh, R-Huntington Beach.

Davis' plan, proposed last month, asks lawmakers for \$4.8 billion for a variety of rail, bus and

highway projects to try to limit traffic congestion in the state's major urban areas.

He also recommended spending \$500 million to ease a road maintenance backlog and asked lawmakers to allocate \$5 million to begin environmental studies for a high-speed rail system that would link Sacramento, San Francisco, Los Angeles and San Diego.

The legislative analyst's office predicted earlier this month that

See **Roads**, Back Page

Roads

From Page One

the state would have \$11 billion to \$13 billion in additional revenue over what the governor projected in January for the current fiscal year and the one that begins July 1.

Besides triggering demands for additional spending, the revenue bonanza has resulted in a variety of tax cut proposals. On Thursday Davis proposed income tax rebates of up to \$150 per taxpayer.

Assembly Republicans called the same

day for \$4 billion in one-time and ongoing cuts, including a one-year suspension of the gasoline sales tax, which is expected to generate about \$1 billion for the state in the coming fiscal year.

Baugh said he liked Davis' pay-as-you-go approach but wanted the money used for highways, not transit.

"The Assembly Republicans wanted to dedicate 100 percent of the sales tax on gasoline to highway construction but the

Democrats killed that proposal," he said.

He said his caucus was willing to consider another type of tax cut to replace the gasoline sales tax suspension but also wanted to see some permanent tax cuts.

Paul Hefner, a spokesman for Assembly Speaker Robert Hertzberg, D-Van Nuys said the speaker also liked the pay-as-you-go plan.

"When there are funds available it's wise to avoid debt financing," he said.

COMMENTARY



DW
5/29/00
Dan Walters

Collision expected on transportation

Anyone who drives California streets and highways knows that traffic congestion is growing worse by the day.

In the past decade alone, according to data developed by the Legislature's budget office, vehicular traffic has expanded by 21 percent — growing faster than population — but the state's highway network has expanded by only 1 percent.

Meeting that demand, either through new highways or mass transit, plus rehabilitating an aging and long-neglected roadway system, is expensive. The California Transportation Commission reported last year that state and local governments need to spend an additional \$100-plus billion over the next decade to meet the need — a figure picked up by Gov. Gray Davis in his State of the State address.

"Our need in transportation alone is estimated at over \$100 billion during the next decade," Davis told legislators as he pledged to devise a congestion relief plan.

Davis' first stab, released in January, was widely panned for its puniness. While the overall number sounded impressive at first, "\$7.5 billion, including \$3 billion in new funds," it turned out to be little more than a repackaging of already allocated funds. The "new funds," in fact, were merely a speedup of money already programmed in future years.

The scornful reaction to Davis' scheme — clearly a last-minute cut-and-paste job — forced him to promise to do it all over again. And in April he came up with a \$5.2 billion, multi-year plan, including \$3 billion from the state's burgeoning budget surplus and a \$2.2 billion bond issue.

This month, Davis rejiggered the plan again, eliminating the bond issue, promising more money from the budget surplus and raising the total slightly to \$5.3 billion.

But like many other of Davis' big-ticket budget items, the "traffic congestion relief plan" is receiving a skeptical reception in the Legislature.

The Legislature's budget adviser, Elizabeth Hill, issued a sharp critique of the scheme's conceptual framework and its scope Wednesday and presented data indicating that taken in total, Davis' transportation policies could actually result in less money going into badly congested traffic corridors.

How could that be?

The governor is offering a series of one-time expenditures totaling a maximum of \$5.3 billion over five years — just a tiny portion of the need he acknowledges to be \$100 billion. But he's also opposing legislation that would make it easier for local governments to extend local limited-term sales taxes for highways and transit systems and without that authority, it's likely that they will expire, reducing transportation revenues by \$1 billion a year. Over time, therefore, transportation spending would decrease if Davis' policies are enacted as he says he wants them.

Hill told a transportation conference committee composed of the Legislature's top leaders that at a minimum, the state should be ensuring that the local sales taxes remain in force and adding another \$1 billion a year in permanent transportation spending.

"It's not clear that the (Davis) plan meets the stated goals of congestion relief," Hill told lawmakers, pointing out that it would provide just 29 percent of the cost of the listed projects, would bypass the state's traditional policy of separating specific projects from political decision-making and could force local authorities to upset their own painstakingly crafted priority lists.

A confrontation is brewing between Davis, who's notoriously reluctant to make long-term financial commitments, and legislative leaders of both parties, who are hearing the rising crescendo of complaints from motorists and want more money spent on transportation.

Dan Walters is a columnist for the Sacramento Bee.

TH 5-30-00

The big transportation face-off

Anyone who drives California streets and highways knows that traffic congestion is growing worse by the day.

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dan
walters

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



Associated Press

Assembly Speaker Bob Hertzberg (center) confers with Senate Minority Leader Jim Brulte (left) and Sen. Steve Peace during a joint legislative transportation panel meeting Tuesday.

Despite state's robust economy, transportation's road is bumpy

SACRAMENTO (AP) — Besides tax cuts, the biggest issue facing state budget negotiators may be how to finance transportation improvements. There's plenty to pay for.

California is facing more than a \$100 billion shortfall for roads, highways and transit over the next 10 years, the state Transportation Commission estimates.

Gov. Gray Davis proposes providing \$5.3 billion in state funding for a variety of highway, transit and bus projects over the next five years. That would meet less than 5 percent of the unmet need the commission cited.

Transportation is shaping up as such a contentious issue during work on a 2000-01 state spending plan that lawmakers formed a separate panel to focus on it while a conference

committee negotiates other budget issues.

Davis, as part of his budget proposal, proposed earmarking a portion of the state sales tax on gasoline — \$440 million a year for five years — for transportation.

Most of that tax, which will generate about \$1 billion in the coming fiscal year, is used for other programs now.

The Assembly version of the budget calls for the state to permanently dedicate all of the gasoline sales tax to transportation.

Besides those proposals, Senate leader John Burton, D-San Francisco, hopes to convince lawmakers to approve a constitutional amendment that would make it easier for counties to raise their own transportation money by imposing local half-cent sales taxes.

That would generate an estimated \$40 billion to \$60 billion over 20 years, Burton spokesman Dave Sebeck said.

Burton's proposal would allow counties to impose or extend those half-cent taxes by simple majority votes instead of two-thirds majorities.

His proposal has been bottled up in the Assembly since last year, unable to get the Republican votes needed for the two-thirds majority required to put a constitutional amendment on the ballot.

Assembly Minority Leader Scott Baugh, R-Huntington Beach, indicates the GOP might be willing to trade approval of Burton's proposal for another constitutional amendment that would permanently earmark the gasoline sales tax for highway and road projects.



THE ASSOCIATED PRESS

State legislatures discuss the upcoming bills that will pass through including some on transportation, smog refunds and maternity leave.

Transportation is major budget issue

DR 5/31/00

The Associated Press

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OTHER ITEMS

▶ The state Legislature on Tuesday sent two bills to Gov. Gray Davis that would provide refunds to motorists from other states who paid \$300 "smog fees" to register their cars in California. The Senate voted 39-0 for a bill by Sen. Betty Karnette, D-Long Beach, that would set aside \$885 million for smog fee refunds, including interest. Davis has said he will sign the measures, which were introduced after the smog fee was ruled unconstitutional last year. About 1.7 million vehicle owners had paid the fee since 1990.

▶ Another bill by the Assembly would give pregnant women greater flexibility in how they use their 10-week disability benefits. Under current law, women are entitled to six weeks leave after childbirth and four weeks leave before.

▶ Teachers who work in low-performing public schools in California would be eligible for down payment assistance to purchase a house near their schools under a bill approved Tuesday by the Assembly. In counties with a median home price of more than \$300,000, qualified teachers would be eligible for up to a \$20,000 subsidy. It was part of a series of proposals contained in Gov. Gray Davis' budget to attract and retain teachers in a state with the second lowest rate of homeownership in the nation.



Kenneth Booker, center, and John Gregory, right, wait in the dark at Sacramento's downtown Amtrak station to begin the

early-morning commute to jobs in the Bay Area. The Capitol Corridor train is "the easiest way to go," Booker says.

Bee photographs/Hector Amezcua

Capitol Corridor trains gain riders

By Bill Lindelof
Bee Staff Writer

EMERYVILLE — Estelle Shiroma is no road warrior.

The environmental consultant lives in Davis and works in Emeryville, one block from the East Bay community's train station. Ease of travel on Capitol Corridor trains was a big reason she took the job three years ago.

"I was not about to drive," she said. "Traffic is crazy and once you get here you have to pay for parking. But I'm sold on the train."

So are other passengers.

Ridership on the Capitol Corridor trains has jumped nearly 30 percent over the past year, ferrying more than 624,000 passengers during the past 12 months. In March, 65,000 passengers rode the Capitols, a 40 percent increase over the same month a year ago.



Heather Walters of Folsom applies makeup during her ride. She takes the train to avoid traffic.

Gene Skoropowski, director of the Capitol Corridor Joint Powers Authority, which runs the trains, said he does not believe any other commuter rail service is doing better than the line between Sacramento and the Bay Area, the fourth busiest pas-

senger rail corridor in the nation.

"Normally, if you get 4 or 5 percent annual growth then you are in good shape," he said. "This thing has gone like a rocket ship."

The service, which began in 1991 with three trains a day, labored early because tracks needed to be improved. And it was not until enough trains were added that the government-subsidized Capitols clicked.

"In February of 1999, a sixth train was added," said Skoropowski. "When we got to that sixth frequency to Sacramento, it was as if a magic line was crossed, where it became the beginnings of an effective transportation option — and not just a chance to ride a train."

A seventh train was added this February. Officials credit that train and better

Please see TRAINS, back page, A16

Trains: Track repairs should reduce delays, rail official says

Continued from page A1
scheduling for boosting ridership, but they pointed primarily to freeway congestion, higher gas prices and commuters fed up with the stress of navigating crowded Interstate 80.

Ticket sales now account for about a third of the \$1.6 million monthly cost of running the Capitols. The remainder is subsidized by the state and Amtrak. The goal is to improve the ticket sales ratio to 40 percent as soon as possible, Skoropowski said, with a goal of 50 percent long-term.

Rail critics like Assemblyman Tom McClintock, R-Simi Valley, said subsidies to mass transit are a waste of taxpayer money because studies show that Californians prefer freeways.

"Consumers are telling us by their own actions every day that they prefer individualized transit systems — the automobile," said McClintock. "Our highways have been radically shortchanged."

And, while ridership is up, so are delays. From a high of 95 percent on-time service in January, the Capitols dropped in March to 76 percent.

Skoropowski admits that the trains should run on time more often. "A lot of it had to do with the track conditions," he said. "With the work that has been done recently or will be done shortly, we should be in pretty good shape."

Still, Capitols officials and riders tout the trains as the answer to freeway driving.

The trains run from Auburn to San Jose, with stops in communities such as Rocklin, Roseville,



Bee photograph/Hector Amezcua

Some riders on the Capitol Corridor trains take a nap during the ride to the Bay Area.

Sacramento, Davis, Berkeley and Oakland.

On work days, Shiroma wakes up at 4:30 a.m. and her husband drives her to the mission-style station in Davis for a 5:44 a.m. departure.

"I've got it down to a science," she said. "I'm usually there 30 seconds before the train appears at the platform."

Shiroma, who buys a monthly \$196 ticket, sits in a rail car with a group of regulars. They are quiet in the morning, but camaraderie abounds on the way home for the group, which has its own Web site and enjoys rolling catered parties for 75 people.

When she arrives in Emeryville about 90 minutes after boarding in Davis, Shiroma has a four minute walk to her office. Often she has already begun working on her laptop computer.

"When I'm really busy, I can bill two to three additional hours a day," she said. "Since I'm a consultant, I can use my time very efficiently."

“
Every time I have to
drive, I get mad.

”
Kenneth Booker
a Natomas resident and Berkeley
schools employee

People from all walks of life travel on the train. Natomas resident Kenneth Booker, a Berkeley schools employee, said the train is "the easiest way to go. Every time I have to drive, I get mad."

Sacramentan John Gregory, a consulting firm employee, worked on his laptop Thursday as the train pulled out of Sacramento. He gets two hours of work done each way versus "two hours of frustration when driving, plus getting stuck at the (Bay) Bridge for 45 minutes."

Heather Walters of Folsom rides three or four times a week to San Francisco, where she works for the California Labor Federation. She uses the train to rest and avoid traffic.

Cheryl Franzi, a nurse practitioner working on a doctorate at the University of California, San Francisco, said driving is dangerous: "I think I would be dead if I was driving everyday."

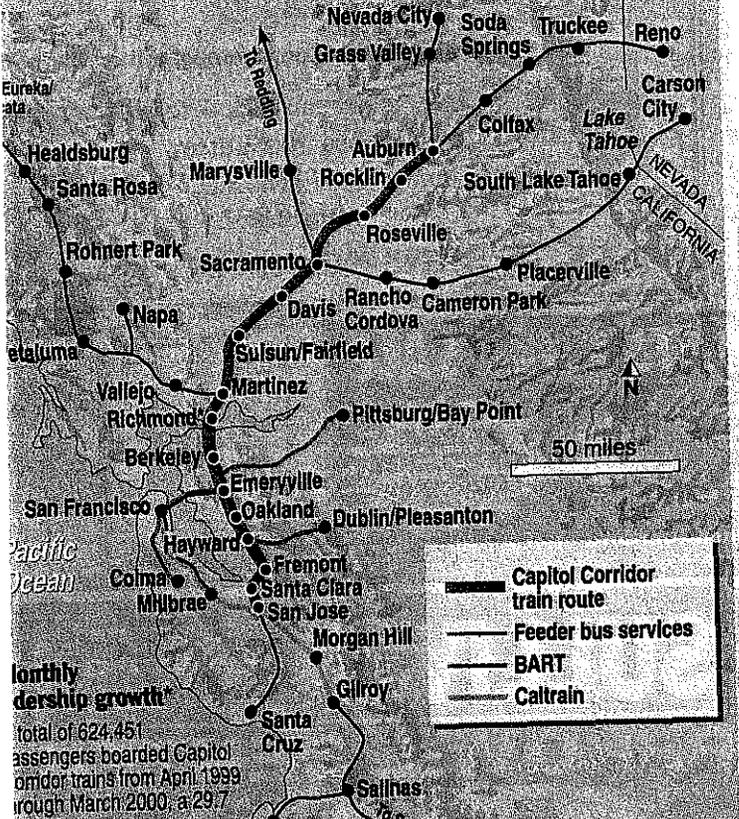
Then there is the expense. Davis resident Marty DeVault, a money manager, said the bridge tolls, car depreciation, repairs, gas, parking and increased insurance costs make the train a better deal than driving.

He gets on the train when it is dark in Davis and watches the sun rise on his way to Emeryville, where he gets off the train and then takes an Amtrak bus to San Francisco's financial district, ending a two-hour trip.

Along the way, the landscape

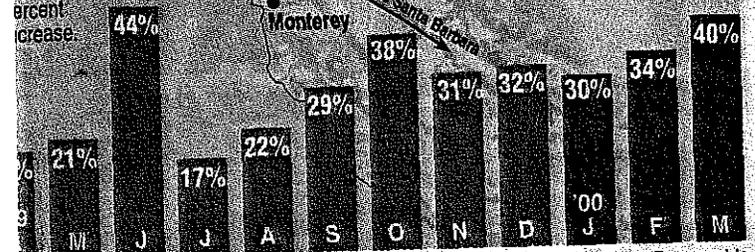
The Capitol Corridor train route

Even daily round-trip trains and feeder buses serve the 172-mile Capitol Corridor with 13 stops between Auburn and San Jose. Simple fares include \$12.50 one-way to Emeryville or \$18 to San Jose — both from Sacramento. Tickets may be purchased at staffed Amtrak stations or by calling 1-800-USA-RAIL. More information may be found at www.capitolcorridor.com.



Monthly ridership growth

Total of 624,451 passengers boarded Capitol Corridor trains from April 1999 through March 2000, a 29.7 percent increase.



Source: Capitol Corridor Joint Powers Authority *From 1 year ago Bee graphic

varies from newborn lambs in green fields and pelicans flying in formation to the grunge of oil refineries and porta-potty storage yards.

"It is comfortable and stress-free," DeVault said. "Cars on Interstate 80 are going 75 mph. But this is a very civilized way to travel."

While DeVault is part of the Capitol-to-the-Bay run, rail officials say the train service is also catching on with folks going from the Bay Area to Sacramento, which boasts the single busiest station on the route.

Shaun Tse, a economics major at the University of California, Davis, was riding a morning train to school Thursday from the Bay Area, where he visited a sick grandmother.

Tse, who has no car, made his 11 a.m. class because the train was on time this day. "It is comfortable, convenient, you see some nice sights," he said. "There is nothing I don't like."

Locally, a train from Placer

County with stops in Auburn, Rocklin and Roseville is doing much better thanks to more convenient schedules.

Richard Silver, president of the California Train Riders Association, said 60 riders recently boarded with him in Sacramento. Not too long ago, only 25 riders took the same morning train to the Bay Area from the downtown depot.

Silver, who rides the train a couple of times a week, said Capitol riders typically have 50-mile commutes in each direction — so gasoline prices are a significant factor.

"People that work in Sacramento are now using it as a commuter device to get home to Fairfield, Suisun, Martinez or the Bay Area," said Silver. Another group jumps on the southbound train once it gets to Emeryville or Oakland for the ride to the South Bay.

Skoropowski said the plan is to add two more trains in a year. The ultimate goal is to run an hourly train from 6 a.m. to 10 p.m., seven days a week.

Officials focus Capitol trip on transportation, I-80/680 traffic

By Mike Adamick
Staff Writer

Ref. (5.10.00)

In their second day of lobbying in Washington, D.C., Fairfield officials focused their attention on transportation and getting regional support to repair a traffic bottleneck where interstates 80 and 680 collide, they said.

Fairfield City Councilman Steve Lessler said a \$2 million plan to fund a transportation study will head to the U.S. Senate transportation subcommittee in June, but attaining \$17 million for actual construction might take a little while longer.

"This is a regional issue, not just a local issue," Lessler said.

Lessler, along with Mayor George Pettygrove and Vice Mayor Harry Price, traveled to the nation's Capitol with Fairfield business leaders in an effort to reach federal representatives from throughout the Bay Area.

But in an election year when few representatives want to force "sweeping legislation," the lobbying contingent is content to continue pushing Fairfield issues and making sure hot-button local issues at least make a blip on regional radar screens.

Aside from transportation, the group met with area representatives to push more funding for Travis Air Force Base, after-school programs and

health-care issues.

"You don't do sweeping legislation in an election year," said Ben Huber of the Fairfield-Suisun Chamber of Commerce. "Everybody is cautious of each other."

That does not mean Fairfield is not getting its message across, Huber said.

The lobbyists are making an impact by continuing to push for several issues and by making sure representatives are aware of what's going on in Fairfield and how that impacts the region, he said.

"Transportation is more of a bipartisan-partisan issue," Huber said. "Everybody drives."

Pettygrove was also supportive of the lobbying efforts.

"In the long run, it really works out for us," he said.

The trip cost the city about \$6,000 for all expenses, said Assistant City Manager Nancy Huston.

The lobbyists had a whirlwind session Tuesday, meeting with nine different offices throughout the day.

Price and Huston will continue the meetings today with Sen. Barbara Boxer and a staff member from Sen. Dianne Feinstein's office, said Price.

He said Boxer is considering a \$600 million bill for after-school programs modeled on Fairfield's award-winning "A Place to Be After 3" program.

Trouble making a transit connection

Commuter tells her story

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

BENICIA. — Eija Rissanen waits on First Street at 6:15 a.m. daily for the Benicia Transit bus that will begin her commute to work in Pleasanton. It takes her until 8 a.m. to get to work.

If she misses her connection at the Pleasant Hill BART station she has to take BART to the MacArthur station in Oakland where she makes the first of two transfers before reaching her Pleasanton destination at 8:45 or 9 p.m.

Needless to say Rissanen has little patience for late buses, buses that never arrive, or buses with standing room only.

Three times over the last three months Rissanen didn't make her connection in Pleasanton, although she should have arrived with 15 minutes to spare.

"They need to be more sensitive to their clientele. It's like a business. For a business to continue to function they have to be reliable and offer a good product. They aren't doing that," Rissanen said.

Benicia Transit Dispatcher John Mavis points out that buses have to contend with commute hour traffic on the Benicia-Martinez Bridge which often extends arrival time by five to 10 minutes.

Rissanen also complains about a limited number of buses leaving Pleasant Hill in the

'They need to be more sensitive to their clientele. It's like a business. For a business to continue to function they have to be reliable and offer a good product. They aren't doing that.'

Eija Rissanen, Benicia to Pleasanton commuter

evening. The last bus leaves for Vallejo at 6 p.m. and the last bus leaves for Benicia at 7:30 p.m.

Though Rissanen blames Benicia Transit for a commute that is less than perfect, the city's Transportation Director Alan Nadritch says Benicia is doing the best it can with available resources.

Benicia Transit runs hourly from Benicia to Vallejo and the Pleasant Hill BART and offers more frequent commute hour service between Southampton and the Pleasant Hill BART. Dial-a-ride offers inexpensive shared rides within city limits.

Benicia Transit's entire fleet consists of six operable buses, two of which are new and are expected to go into service June 12. Three of the buses are the smaller-minivan-type vehicles which transportation officials call cut-aways.

"We realize there will always be demand for more buses and more schedules. Much as we'd like to we can't afford to run routes or schedules that are marginal in ridership,"

Benicia Transportation Director Alan Nadritch said.

"We are putting new equipment on the road as fast as we can get it."

The city is expecting delivery of a new 20-passenger cutaway in August and a third full-size bus in October.

Benicia Transit also has plans to extend another service run to Vallejo June 12, adding a later bus than the one that now leaves Pleasant Hill at 6 p.m. and arrives in Vallejo at 6:55 p.m.

Some 34 percent of Benicia transit riders begin and end their journey in Vallejo, Nadritch said.

Nadritch's long-range plan is to increase the number of runs to the Pleasant Hill BART station during the commute hour, to expand service to the Benicia Industrial Park and to dedicate one bus to a Benicia loop that includes all major city stops, such as the library, the senior center, the gym, city hall shops on First Street and Raley's Shopping Center.

Local officials lobby for transportation upgrades

By Ian Thompson
DAILY REPUBLIC

5/10/00

■ Getting message across

FAIRFIELD — The region's Congressmembers are "on board" when it comes to solving the area's transportation problems, according to Fairfield City Councilmembers who continued their Washington lobbying on Tuesday.

This was the second day Mayor George Pettygrove, Vice Mayor Harry Price and Councilman Steve Lessler, along with chamber members, presented Fairfield area issues to Air Force, Congressmembers and federal officials.

"It was a very successful day," Mayor George Pettygrove said of visits to nine Congressmembers' offices.

McGary Road included in the federal interstate highway system.

This included commitments to fund cleaning up the congested Interstate 80/680 interchange and get slide-damaged

Councilmembers and Fairfield-Suisun Chamber of Commerce members also got

See Lobby, Back Page

Lobby

From Page One

commitments to push the Postal Service to approve spending \$14 million to build the new Post Office on North Texas Street.

On Monday, the group spent its day with Air Force officials talking about affordable military housing and extending the C-5 Galaxy jet transport's service life.

Tuesday's talks with Congressmembers John Doolittle, Tom Campbell, Wally Herger, George Miller, Doug Ose, Mike Thompson and Ellen Tauscher were dominated by Fairfield's transportation concerns.

This centered on how to relieve the growing congestion at the Interstate 80/680 inter-

change and cleaning up the large landslide that threatens to close I-80 west of Red Top Road.

"We are looking forward to funding for the I-80/680 interchange to be put into the Senate Transportation Subcommittee mark-up in early June," Lessler said.

This involves getting \$2 million for an initial study of the interchange problem which is expected to take up to two years.

Once that is completed, Fairfield hopes to get approximately \$17 million to pay for improvements to the Green Valley Road overcrossing, the I-80/680 interchange and the California Highway Patrol truck scales.

As for selling other central California Congressmembers about the interchange and the landslide problems near Red Top Road, "they all see it as their problem," Lessler said of the support the group got.

The group got verbal support for putting now-closed McGary Road into the federal highway system which will allow it to get federal road repair funding once the I-80 slide is stabilized.

Fairfield was not as successful in getting money for four more Fairfield Transit system buses.

The item was left out of a funding bill mark-up on Tuesday.

Aides to Sen. Barbara Boxer,

D-California, told Price the senator supported full impact aid funding for schools that have large numbers of students from military families, especially those who are assigned to Travis AFB because of the medical needs.

Boxer has included \$2 million for the proposed Solar County Government Center in Senate bill slated to go to the Senate Appropriations Committee, Price said.

This is the second time this year a Fairfield City Council delegation has flown East to lobby Congress and federal officials on issues that affect Fairfield and Travis AFB.

Interstate 80 has appointment for long-needed face-lift

By Bill Lindelof
Bee Staff Writer
and Barbara Barte Osborn
Bee Correspondent

Long delays for mountain travelers could go along with a multiyear, \$950 million project to repave and rebuild more than 90 miles of Interstate 80 from Roseville to the Nevada state line.

The trans-Sierra roadway was designed

to last 20 years, but about four decades after it was completed trucks still rumble over Donner Pass and commuters travel down each day from the foothills.

"I-80 has almost doubled its life expectancy," said state Transportation Department spokeswoman Laura Featherstone. "But it is in need of being repaved. It is a mess, and we are trying to make it a smooth ride."

Work will include raising bridges so

large trucks can pass underneath them, resurfacing portions of the concrete and asphalt highway, widening overpasses, replacing bridges, improving onramps and offramps and constructing undercrossings for bear and deer.

Cracked and rough in many spots, the highway has held up fairly well considering the winter damage caused by snow chains and snowplows, Featherstone

said. But, she added, "it is now time to resurface and rebuild."

The entire project is scheduled to be completed by 2006. Much of the construction will be done at higher elevations and thus is limited to the warmer months. Consequently, the project will take longer than if the work were being done just in the Valley.

New pavement will not "cure" or set properly in cold weather, state officials

said. "Our construction season is from May to October, and some of these projects are going to take more than one construction season," Featherstone said.

The I-80 Corridor Improvement Project includes the replacement of six bridges on an 11-mile stretch east of Truckee.

Occasional traffic delays of 20 minutes or less will take place this summer,

Doc Bee 5-11-00 Please see I-80, back page, A16

I-80: Traffic delays will be longer in summer 2001

Continued from page A1
Featherstone said. "This summer is not going to be so bad, but next summer we are going to have more work going on."

She said long treks from the mountains could occur in the summer of 2001, when motorists might encounter multiple construction sites on I-80.

"In the summer 2001, the maximum delay at each construction site will be 20 minutes," she said. "But cumulatively, if we have three construction areas going on, the delay could be up to an hour."

The first work this season will

begin Monday on three miles of westbound lanes between Soda Springs and Kingvale and near Donner Lake. Most of the work will be done at night or when traffic is expected to be light.

The \$12 million project, expected to take two summer construction seasons, includes resurfacing the roadway, ramps and shoulders; replacing guardrails; installing overhead signing and changeable message signs; and replacing lighting at chain-control areas.

Caltrans had planned to detour traffic onto Donner Pass Road (Old Highway 40) during repaving

of the stretch, but the idea was scrapped after residents voiced safety concerns. Instead, in late June, westbound traffic will be detoured onto some eastbound lanes.

"We are just going to move traffic over," Featherstone said.

Some preliminary work near Newcastle and Truckee began late last summer. Repaving between Newcastle and Loomis will resume in June, along with the rebuilding of an overcrossing at Weimar.

One of the largest projects will begin later this summer, when preliminary work begins on the 11-mile stretch east of Truckee between Prosser Village and Floriston where the six highway bridges will be replaced.

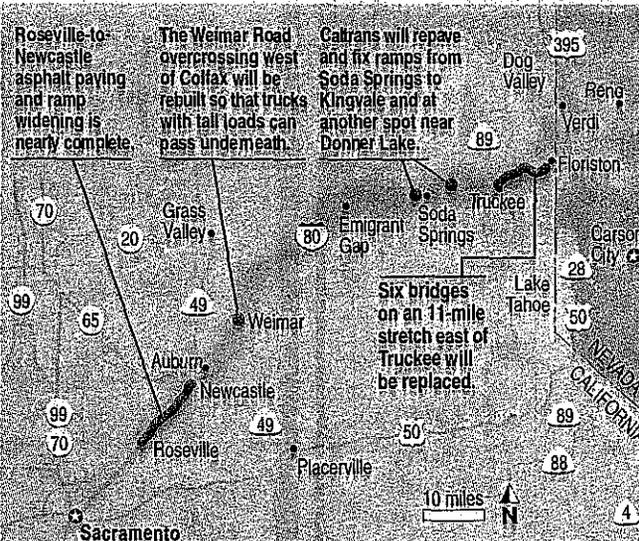
Caltrans officials said the stretch hasn't been improved since the 1950s. Scheduled for completion in spring 2004, the project is estimated to cost \$95.5 million. No traffic interference is expected with this summer's work.

In addition to the bridge replacements, the project includes the repaving, realignment and extension of onramps and offramps at Hirschdale and Floriston roads, the lengthening of truck climbing lanes between Union Mills and the Boca Bridge and drainage improvements.

To aid westbound motorists approaching Truckee and Donner Summit's higher elevations in

Interstate 80 improvements

Rebuilding and repaving of Interstate 80 from Roseville to the Nevada state line will cost about \$950 million and is scheduled to be completed in 2006. Construction of Interstate 80 was completed in the late 1950s and early 1960s. The interstate has served motorists well but is now in need of repair. Some of the major works being done:



Source: Caltrans

Bee graphic

winter, a new chaining area will be constructed near Prosser Village Road and new message signs will be erected to warn of changing road and weather conditions.

Work will also continue this summer on the Truckee Bypass, which will bridge the Truckee River, connecting Highway 267 with

I-80 on Truckee's east side.

The long-awaited bypass, allowing motorists to drive to and from Lake Tahoe to avoid Truckee's busy downtown intersection and railroad tracks, is expected to be completed in the summer of 2002, Featherstone said.

Hopes precede plan for roads

By Mark Simborg
DAILY REPUBLIC.

5/14/02

FAIRFIELD — Local transportation planners are hoping their prayers will be answered Monday when Gov. Gray Davis announces revisions to his \$5.2 billion traffic-busting plan.

"Everybody's going up there and saying, 'These are our projects for our county,' and that's what we're doing," said Daryl Halls, executive director of the Solano Transportation Authority.

STA officials met with members of the Legislature on Thursday, reiterating their need for funding.

They highlighted three projects: Widening Highway 12 through Jameson Canyon, building a new Interstate 80/ Interstate 680 interchange and upgrading Capitol Corridor tracks to allow for more runs.

All three were left out of the Governor's original plan announced last month.

Officials have asked for \$14 million for the

See **Hopes**, Back Page

Hopes From Page One

Capitol Corridor track upgrades, \$14 million for a study on widening Highway 12 and \$18 million for the second phase the interchange improvement project.

The governor's original budget left local planners with little to work with.

"We were very disappointed in what we got for our county, especially the I-80/I-680 interchange," STA board member Jim Spering said.

The interchange needs immediate upgrades to handle more traffic from a new Benicia-Martinez bridge, which is expected to be done by summer 2003, Spering said.

"We see it as a regional issue, not just a county issue," he added.

Long range STA plans call for a complete rebuilding of the interchange.

The STA hopes to make the Capitol Corridor into a commuter rail service by adding three more runs to the seven that go between Sacramento and Oakland now.

Track improvements will allow this to happen, Spering said.

As for Highway 12, it has become the county's second-most congested artery after I-80.

"It's just terrible," said Ron Greenslate, a Napa resident who makes frequent trips to Fairfield.

But the traffic goes both ways. New Fairfield subdivisions are serving new Napa employment centers.

"If there's 50 people in a company, 25 come from Fairfield or Suisun City," Greenslate said.

Mark Simborg can be reached at msimborg@dailyrepublic.net

NUR (5.14.00)

Route 12 crashes cause accidents

Dear editor,

Piner's Napa Ambulance Service, Inc., has served the southern half of Napa county continuously for 54 years. Our service territory includes the Jamieson Canyon/Highway 12 corridor between Solano and Napa counties, which is — in my opinion — the most dangerous section of highway in this area because of the frequency and severity of accidents that occur there. Many of the accidents are head-on, high-speed collisions.

If you have had the opportunity to visit our beautiful county, then you are aware that most of it is a relatively narrow valley bounded by the Mayacamas and Vaca Mountain Ranges. Consequently, the routes of ingress and egress are few. Therefore, in addition to the safety concerns mentioned above, each and every accident in the Jamieson

Canyon area severely congests or closes down southern and eastern access to Napa county, which presents numerous other traffic safety and emergency response issues.

The matters described above make it urgent that work start as soon as possible to design and build two more traffic lanes through Jamieson Canyon. The burdens on this corridor continue to increase, resulting in more and more serious accidents. For safety's sake, money to begin the design process should be included in the transportation bill currently before the Legislature.

Chris Piper
General Manager
Piner's Napa Ambulance
Service, Inc.

Benicia city employees among

By Nathan Salant *Ben-Herald*
ASSISTANT EDITOR (5-14-00)

City employees have signed up in noticeable numbers to participate in this week's California Bike to Work Week, in which residents can receive local and regional prizes by pledging to ride bicycles to their jobs at least one day starting tomorrow through May 19.

Elizabeth Richards of Solano Commuter Information, which is sponsoring the event in Solano and Napa counties, said the City of Benicia has been the most often-repeated employer in pledges from Benicia returned to the agency so far.

"We've been hearing from them," Richards said. "We're getting some pledge cards and the only employer we've noticed is the

City of Benicia. We sent campaign packets to all the larger employees in the county a few weeks ago."

Diane O'Connell, the city's new human resources director, said flyers about Ride to Work week and pledge forms were distributed to city workers in their last paychecks. Additional forms are available in the city's personnel office at City Hall.

"We do like to distribute this

'Bike to Work Day' participants

information to employees as often as we can," O'Connell said. "It was perfect timing to slip it into the paychecks for last month so everyone got that."

Entries will be accepted until June 1. Prizes being offered in local and regional drawings include a bicycle trip for two through France, Amtrak Capitol Corridor tickets and locally donated bicycle equipment.

"We would like to introduce more people to bicycling and to encourage them to give it a try during Bike to Work Week," Richards

said. "With longer days and drier weather in the months ahead, it is just the right time of year to give it a try."

Solano and Napa registrants will receive a packet that includes discount coupons good at local bike shops, a countywide bike route map and other items as incentives for new and current bike riders.

"We know there are bikers out there, we see them," Richards said. "It is to get people to start bike riding but it's also to reward people who are doing it because we'd like

them to continue doing it. We don't want to lose the gains that we've made."

Richards said 30 percent of Solano residents live within 10 miles of work.

"These are the commuters who may find bicycling some or all of the time enjoyable," she said.

Benicia and Glen Cove residents interested in getting more information or in making a pledge should e-mail Solano Commuter Information at kmute800@jccomp.com or call the agency at 800-53-KMUTE.

Lighted crosswalk among city traffic safety improvements

(5-A.00)

By Amy Harter
HERALD STAFF WRITER

City officials estimated this week that special lighting could be installed at a busy crosswalk near Benicia High School by next fall before the school year begins.

On weekdays, the crosswalk at Military West and West 11th Street is the site of fast-moving traffic and concentrated pedestrian activity.

"It's really busy twice a day when people are dropping off their kids and in the afternoon when kids are being picked up," said Michael Throne, the city's senior planner. "There's a history of minor accidents in the area... of pedestrians versus car accidents on that corner."

Benicia received a \$26,000 federal grant from the Metropolitan

Transportation Commission for the project, which must be approved by Caltrans before work crews install the lights.

The city will contribute at least \$4,000 to the safety project — a part of Benicia's capital improvements list.

Lights in the sidewalk are expected to alert drivers to pedestrians using the crosswalk and hopefully encourage drivers to slow down.

"Special lights will be embedded in the pavement on the crosswalk line and when a pedestrian activates the button to cross, the lights will go on," Throne said.

"The lights are very intense and very bright. It alerts drivers that there's a pedestrian seeking to cross there."

In the future, city officials hope to install a traffic signal in addition

to the lights to make the area safer for pedestrians.

A traffic signal at East Second and East S streets also could be completed sometime this summer, Throne said.

About six months ago, city officials received a \$140,000 MTC grant for the project, which requires a \$30,000 contribution from the city.

"For the people exiting off west-bound Interstate 780 onto East Second Street...

there were enough accidents to warrant a traffic signal," Throne said.

In addition, the city requested federal funding for several street improvements, including three resurfacing projects: Military West from West Fifth to West Seventh streets; East Second Street from River Hill Drive to Hillcrest

Avenue; and East Fifth Street from Military East to north of the freeway.

To promote alternative transportation modes, city officials requested funding for the construction of a bike lane on Park Road from Adams Street to Oak Road, which will connect to the proposed Benicia Martinez Bridge bike path.

Throne said he expected a path over the bridge to be finished by 2004, along with the rest of bridge improvements.

The city also sought federal money for a local "Safe Route to School" project in addition to a state project of the same name.

Both the federal and state projects hope to improve safety for children who walk to school in areas with regular car traffic.

The federally-funded project will improve sidewalks and paths

near Mills Elementary School at 380 E. L St. but city officials won't know until at least July whether or not the grant application was approved.

"We're planning to add sidewalks where there aren't sidewalks," Throne said. "There are portions of East Fifth Street that kids use to walk to school where there aren't any sidewalks."

The project also could include some minor improvements to storm drains as well as new paint for faded crosswalk lines.

Funding for a California "Safe Route to School" program also was requested by the city for streets and walking paths surrounding Robert Semple Elementary School at 2015 E. Third St.

Again, city officials said they are waiting to hear whether the \$100,000 grant application was

approved.

"A lot of projects that may take two or three weeks, may take us a year to get through all of the requirements that state and federal government place on the money," he said. "There's a very good chance that we'll get the grants... because we've worked with the Solano Transportation Authority. They are very strong advocates for Solano County and our projects."

The last project on the agenda for Parks and Community Services is an MTC planning grant from the Transportation for Livable Communities Program.

City officials requested \$50,000 to plan improvements for First Street, such as the installation of new sidewalks, curb and gutter repairs, the planting of trees and the installation of new street lights.

Davis plans \$12 billion in spending, cuts Rev. 5/16/00

In brief

The proposal would include money for schools, transportation and other programs and include current fiscal year and new one starting July 1.

By Steve Lawrence
Associated Press Writer

Taking advantage of surging revenue from a booming economy, Gov. Gray Davis on Monday proposed \$12 billion in tax cuts and additional spending for schools, transportation and other programs.

Most of the tax cuts and new spending — 57 percent — would be one time to guard against an economic cooling, and Davis said he would strongly resist any efforts to make more of it permanent.

"It's very important to recognize that 1999 was a special year," Davis said, referring to last year's particularly hot economy. "It's not likely to re-occur soon."

The new proposals include spending in the current fiscal year and the one that starts July 1. They would push Davis' 2000-01 state budget plan to \$98.4 billion, up from the \$88 billion that he unveiled in January.

"The California economy is booming," the Democratic governor told reporters as he disclosed his annual

May budget revisions. "We have been blessed with enormous good fortune."

A number of the details of Davis' proposals were revealed by the governor or his aides in the days leading up to Monday's news conference, particularly his tax cuts, transportation and school aid ideas.

Public schools would get the biggest share of the additional spending under Davis' plan; roughly \$3.4 billion, including \$1.84 billion that could be used any way local school boards want.

■ See Davis, Back Page

Davis plans \$12 billion in spending ...

■ Continued from Page 1A
ed to spend it.

The extra aid would mean the state would be \$1.1 billion over the minimum school spending requirement set by voters when they approved Proposition 98 of 1988.

It also would push California close to the national average in per-pupil spending and possibly above it, said Susan Burr, Davis' acting education secretary.

The California Teachers Association, the state's largest teachers' union, contends California is \$1,200 below the national average, although that figure is based on 1997-98 school year figures.

Davis is proposing nearly \$2.46 billion in tax cuts and rebates, including a controversial proposal that would exempt teachers with full credentials from the state income tax, saving them \$545 million in the first year.

The lion's share of the cuts would come from \$1.76 billion in one-time income tax rebates of up to \$150 per single taxpayer or up to \$300 for couples who file jointly.

Other proposals would provide additional tax relief for low-income senior citizens and the disabled, increase the percentage of operating losses that a business could carry forward into the next tax year and increase the business tax credit for research and development.

Both Democratic and Republican leaders in the Legislature said they found things they liked and disliked in Davis' proposals. All were critical, to one degree or another, of the teachers' tax exemption.

"It's the first tax cut I've met that I don't like, because it's discriminatory," said Assembly Minority Leader Scott Baugh, R-Huntington Beach.

"This is his budget proposal," said Senate President Pro Tem John Burton, D-San Francisco, said of the governor. "By the

time the Democrats and the Republicans in the Legislature get through, it will be more like our budget."

Lawmakers are supposed to send Davis a budget bill by June 15, although that dead-

line has been missed frequently.

Despite the revenue growth, Davis' finance director, Tim Gage, said he doubted that the state would be over the spending limit imposed by voters.

Governor's budget proposal

Key proposals in Gov. Gray Davis' plan to divide up \$12.3 billion in additional revenue generated by California's booming economy:

- **Education:** Public schools would get the biggest share of the money — nearly \$3.5 billion, including \$1.84 billion in ongoing funding that school boards would decide how to spend. Other proposals include \$600 million for performance bonuses of up to \$5,000 for teachers, administrators and counselors whose students show significant improvement on statewide tests, \$325 million to buy additional school computers and \$300 million for language training for 795,000 students and their parents who speak little or no English.

- **Transportation:** The plan includes \$1.94 billion to begin to implement Davis' \$5.3 billion congestion relief plan, which would provide money for highway, transit and bus projects. Most of the \$1.94 billion, \$1.5 billion, would be a one-time allocation. The rest, \$440 million, would be the first installment of five year's worth of gasoline sales tax revenues.

- **Tax breaks:** Davis is proposing using \$1.76 billion to provide one-time income tax rebates of up to \$150 for single taxpayers and up to \$300 for couples who

file jointly. Davis also wants to exempt teachers with valid state credentials from the state income tax, which would save them \$545 million in the first year. Other tax cut proposals would provide additional relief for low-income senior citizens and the disabled, increase the percentage of operating losses that a business could carry forward into the next tax year and increase the business tax credit for research and development.

- **Health care:** The governor's plan includes another \$947 million for a variety of health care programs, including a \$249.5 million, 10 percent increase in reimbursement rates for doctors, hospitals, pharmacies and other providers in the Medi-Cal health care program for the poor. Also in the plan are \$59.2 million to provide health care coverage for all 639,000 children estimated to be eligible for the Healthy Families health care program for low-income kids and \$101.4 million for mental health programs.

- **Housing:** Davis is asking lawmakers for \$500 million for various housing programs, including \$200 million in incentives to encourage local governments to provide more housing and \$150 million to provide down-payment assistance for low- and middle-income home buyers.

— By The Associated Press

Davis professor developing new 'hybrid' vehicle DR 5-21-00

By Mark Simborg
DAILY REPUBLIC

FAIRFIELD — The future of alternatively fueled vehicles could be sitting in a University of California, Davis, parking lot at this moment.

The auto industry has been searching high and low for a car as environmentally friendly as an electric vehicle with the range of a gas vehicle.

Enter UC Davis professor Dr. Andrew Frank's car. It's a hybrid vehicle — as in it combines electricity and gasoline to run. But it's not to be confused with the newly unveiled Honda Insight or Toyota Prius, which also run

on a combination of charges and fuel.

The difference is it doesn't use gas at all until the electricity runs out.

"Honda and Toyota have 'charge sustaining' vehicles, we have a 'charge depleting' vehicle," Frank explained at a lunch forum in Davis on Wednesday.

That is, the gas in the Prius and Insight is used to feed the electric charge that runs the car. Frank's car has to be left plugged into a wall overnight to run the next day, but unlike cars that use only electricity, the gas components allow for a much longer range.

"You can drive from here to Los Angeles and back on one charge,"

Frank said.

Here's how it works: At over 60 mph, the gas engine comes on. When driven at under 60 mph, it's all electricity.

So the car uses electricity when the car gets its worst gas mileage, at low speeds; and gas when the car gets its best mileage. Car mileage values can vary greatly depending on the type of driving.

It makes for much better fuel efficiency than the current hybrids, Frank said.

Whether the auto industry will go for it is another story.

Electric cars are out. Car companies are pulling them because they're too

expensive to make and too limited in range. The state is even looking to scrap a law that requires mass production of these cars by 2003.

And hybrids, Toyota's and Honda's, at least, technically don't even qualify as 'clean burning' because they're always burning gas.

Hydrogen vehicles are promising but still being developed. And, Frank said, "If you build a hydrogen car, where the heck do you buy hydrogen? There's no infrastructure for it."

The other possibility is fuel cells, which use a chemical reaction to produce electricity, but those are still being designed as well.

Frank's cars provide the same amount of power as a regular gas engine.

He and his team of researchers are just about to finish a Chevy Suburban version of their car — a size impossible to achieve in electric cars with their heavy batteries, and current hybrid cars with their larger gas engines.

UC Davis is one of the only schools in the nation developing this car.

"Our objective, as a university, is to show the car companies that you can build these," Frank said.

Mark Simborg can be reached at msimborg@dailyrepublic.net

Cordelia woes will take center stage Tuesday

By Ian Thompson
DAILY REPUBLIC (5.21.00)

FAIRFIELD — City officials will face a dubious audience when they host a community meeting for Cordelia area residents at Oakbrook Elementary School Tuesday night.

The recently founded Cordelia Area Homeowners Association has vowed to be there in force to see just how the city will address the area's concerns.

The city wants to use the meeting as the starting point to form a Cordelia Task Force, a fact-finding group to identify what needs to be done, work with city staff on solutions and report back to the Cordelia area community.

The concerns include police and fire protection, school facilities, parks development, apartment and housing developments, and traffic congestion caused by growth and the Interstate 80/680 interchange.

Cordelia area residents both inside and outside city limits have said for years that they are Fairfield's stepchild, that they don't get the services and representation given to the rest of the city.

Problems with the I-80/680 interchange, the proposed Red Top Road apartments, The Ranch subdivision and dust from the grading for the Field-

crest subdivision brought matters to a head.

In February, the City Council made addressing Cordelia's problems a top priority at its annual goal-setting workshop and came up with the idea for the task force.

Public Affairs Management, a San Francisco professional meeting planning firm, was hired to facilitate the meeting and more than 3,000 notices were mailed out.

Already suspicious Cordelia area residents grew even more dubious after several people got letters from the city of Fairfield earlier this month asking them if they wanted to be interviewed for the task force.

Fairfield City Councilman Jack Batson, who is heavily involved with getting Cordelia area residents' concerns answered, denied the city was trying to pre-select the task force members. The letters are just trying to get the task force started quickly.

Batson told a meeting of Cordelia residents that, in the long term, he wants the task force to sunset in favor of the homeowner's group.

The community meeting will be at 7 p.m. Tuesday in the multipurpose room at Oakbrook Elementary School at 700 Oakbrook Drive.

Ian Thompson can be reached at ithompson@dailyrepublic.net

State report notes advances, cost issues with electric vehicles

By STEVE LAWRENCE
Associated Press

SACRAMENTO — There have been advances in electric vehicle technology, but the emission-free cars may have to be subsidized initially to make them attractive to most motorists, a draft state report says.

"The technology has arrived at the point where reliable vehicles are available, with performance characteristics sufficient to meet a range of market applications," the report by the Air Resources Board's staff said.

But some kind of subsidy or other form of financial incentive may be needed on a "near term basis" to bring the cost of the vehicles down to where they would be competitive with gasoline-powered autos.

Board regulations require that zero-emission vehicles make up to 10 percent of the new cars and light trucks offered for sale in California by most manufacturers, starting with 2003 models.

The biggest auto companies — those that sell more than 35,000 cars a year in California — can meet up to 60 percent of the requirement with low-emission vehicles that get partial credit. Smaller producers either aren't covered by the rule or can meet the mandate entirely with low-emission vehicles.

Even with the partial-credit provision, the rule will require automakers to produce more than 20,000 electric vehicles in 2003, board staffers said. About 2,000 are on the road now, not counting gasoline cars that have been converted to use batteries.

The board will decide in September whether to keep, modify or throw out the regulation.

A spokesman for the board, Richard Verenchik, said the staff hadn't concluded how much more than a gas-powered car an electric vehicle might cost, or what the source of the subsidy should be.

"We are saying there is a cost gap there that could be dealt with with some sort of incentive," he said Wednesday. "Other than that we're not going to say who should pay for it."

Cost, driving range and battery life expectancy have been the big questions surrounding electric vehicles.

A second report released by the board, this one from a panel of battery experts, said one type of battery, nickel-metal hydride, has the "realistic potential to last the life of an electric vehicle, or at least 10 years and 100,000 miles."

Enough batteries could be produced to meet the 2003 requirement, but the cost would be \$5,000 to \$9,000 above manufacturers' "cost goals," depending on the number produced, the report said.

A typical electric vehicle with a nickel-metal hydride battery would get 70 to 100 miles between charges, but that would not be enough to satisfy most motorists, the report said, citing automakers' surveys.

Despite the reservations about batteries, Roland Hwang of the environmental group Union of Concerned Scientists said the two reports amounted to a "green light for electric vehicles in California."

He predicted that battery production costs could be reduced significantly through high-volume production and further improvements in materials and technology.

EAST BAY

New Bills Catch BART Off Guard

Officials blame U.S. Treasury, saying arrival was expected in the fall

By Michael Cabanatuan
CHRONICLE STAFF WRITER

Crisp new \$5 and \$10 bills bearing big-headed portraits of Abraham Lincoln and Alexander Hamilton began working their way into people's pocketbooks yesterday. But they won't buy your way aboard BART until at least July.

BART's 182 ticket machines aren't ready to accept the new bills, which were designed to confound counterfeiters, not commuters.

Frustrated BART officials place the blame on the U.S. Treasury, which they say pushed up the release of the new currency by several months, leaving the transit agency scrambling to catch up.

BART had planned for a fall release, expecting to be ready by Au-

gust, but learned in March that the new bills were due yesterday.

By July 1, BART's newest ticket vending machines — the ones that accept credit cards — will take the new \$5 and \$10 bills. Most BART stations have at least one of the credit-card machines. It will take another month to outfit the bulk of the system's ticket machines with new bill validators and until October for BART's few remaining original machines to be retrofitted.

Treasury officials plan to release the bills into circulation slowly, replacing worn fives and tens as needed. It will take weeks before most people see them, months before they are commonplace and several years before they replace the current currency, said Jim Hagedorn, spokesman for the Treasury's Bu-

reau of Engraving and Printing.

A frustrated Tom Margro, BART's general manager, said the slow release of the bills should diminish the effect on BART riders.

"I don't think it will be a major inconvenience," he said, "but it didn't have to be an inconvenience at all.

"I just don't know why they (the Treasury) have to put people through this."

Hagedorn said the Treasury gave transit agencies months to prepare, and began working with manufacturers of currency-validating machines last August, giving them copies of the new bills. A date for the release of the bills was not announced until late February, he said.

"I don't know who BART's working with," Hagedorn said, "but it shouldn't have been a surprise."

BART was also unprepared when the redesigned \$20 bills were released in 1998. And last summer, commuters were unable to buy tickets with the bills when BART temporarily set machines to stop taking them after catching a counterfeiter who figured out how to defraud the machines.

BART's machines are also unable to take the new golden \$1 coin, but the transit agency plans to replace all its machines beginning late next year. The new fare-collection equipment can accept the new coins — if they catch on.

American Lung Association rates Solano air among worst in nation

By Julie Davidow
Staff Writer

DR 5/25/00

Solano County's air quality rates among the worst in the nation, according to a recent report by the American Lung Association.

Of the 678 counties examined in the study, almost half — including Solano County — received an "F" for air pollution.

The report focused on ground-level ozone levels, which are typically a problem on hot summer days.

Between 1996 and 1998, Solano County racked up 12 days with air considered unhealthy for sensitive groups, including senior citizens and people with breathing conditions such as asthma.

Sacramento — which also received an "F" — reached 50 unhealthy days for sensitive groups, 15 unhealthy days for the general population and two very unhealthy days.

At the other extreme, San Francisco earned an "A" with zero unhealthy days across the board.

Despite efforts to improve air quality, high temperatures, topography and stagnant air ultimately determine a region's pollution levels, said Dave Smith, supervising air specialist for the Yolo-Solano Air Quality Management District.

"We're kind of at the mercy of the weather," said Smith, whose district encompasses all of Yolo County and the northeastern portions of Solano County, including Vacaville, Dixon and Rio Vista.

Ozone is a lung irritant that can make breathing difficult, Smith said.

When levels are high residents are urged to avoid strenuous outdoor activities.

Getting people out of their cars on high-pollu-

“

It doesn't mean San Francisco doesn't make pollutants — it just gets blown somewhere else.

”

Terry Lee,

Bay Area Air Quality Management District

tion days can help keep ozone levels down, said Smith, who advocates car pooling, selecting alternative transportation or postponing unnecessary trips.

"We have a car culture here in California," he said. "If you look at the cars as you drive down the road many of them have single occupants."

Ocean breezes that blow pollutants to neighboring cities contributed to San Francisco's top rating, said Terry Lee, the director of public information for the Bay Area Air Quality Management District.

"It doesn't mean San Francisco doesn't make pollutants — it just gets blown somewhere else," Lee said.

Although there are dangers associated with polluted air, conditions are at their worst only a small fraction of the year.

"The report needs to be qualified with the fact that (people) are not breathing dirty air every day of the year," said Lee.



DAN WALTERS

Transportation face-off coming

Anyone who drives California streets and highways knows that traffic congestion is growing worse by the day.

In the past decade alone, according to data developed by the Legislature's budget office, vehicular traffic has expanded by 21 percent — growing faster than the population — but the state's highway network has expanded by only 1 percent.

Meeting that demand, either through new highways or mass transit, plus rehabilitating an aging and long-neglected roadway system, is expensive. The California Transportation Commission reported last year that state and local governments need to spend an additional \$100 billion plus over the next decade to meet the need — a figure picked up by Gov. Gray Davis in his State of the State address.

"Our need in transportation alone is estimated at over \$100 billion during the next decade," Davis told legislators as he pledged to devise a congestion relief plan.

Davis' first stab, released in January, was widely panned for its puniness. While the overall number sounded impressive at first, "\$7.5 billion, including \$3 billion in new funds," it turned out to be little more than a repackaging of already allocated funds. The "new funds," in fact, were merely a speedup of money already programmed in future years.

The scornful reaction to Davis' plan — clearly a last-minute cut-and-paste job — forced him to promise to do it all over again. And in April he came up with a \$5.2 billion, multiyear plan, including \$3 billion from the state's burgeoning budget surplus and a \$2.2 billion bond issue.

This month, Davis rejiggered the plan again, eliminating the bond issue, promising more money from the budget surplus and raising the total slightly to \$5.3 billion.

But like many other of Davis' big-ticket budget items, the "traffic congestion relief plan" is receiving a skeptical reception in the Legislature.

The Legislature's budget adviser, Elizabeth Hill, issued a sharp critique of the plan's conceptual framework and its scope Wednesday and presented data indicating that taken in total, Davis' transportation policies could actually result in less money going into badly congested traffic corridors.

How could that be?

The governor is offering a series of one-time expenditures totaling a maximum of \$5.3 billion over five years — just a tiny portion of the need he acknowledges to be \$100 billion. But he's also opposing legislation that would make it easier for local governments to extend local limited-term sales taxes for highways and transit systems, and without that authority, it's likely that they will expire, reducing transportation revenues by \$1 billion a year. Over time, therefore, transportation spending would decrease if Davis' policies are enacted as he says he wants them.

Hill told a transportation conference committee composed of the Legislature's top leaders that at a minimum, the state should be ensuring that the local sales taxes remain in force and adding another \$1 billion a year in permanent transportation spending.

"It's not clear that the (Davis) plan meets the stated goals of congestion relief," Hill told lawmakers, pointing out that it would provide just 29 percent of the cost of the listed projects, would bypass the state's traditional policy of separating specific projects from political decision-making and could force local authorities to upset their own painstakingly crafted priority lists.

A confrontation is brewing between Davis, who's notoriously reluctant to make long-term financial commitments, and legislative leaders of both parties, who are hearing the rising crescendo of complaints from motorists and want more money spent on transportation.

Navy wants out of Bay Bridge plan

DR 5/26/00

San Francisco Examiner

SAN FRANCISCO — The Navy, accused of having blood on its hands for stalling construction of a new Bay Bridge, wants out.

Despite what state officials charged earlier this month, the Navy is not delaying a replacement for the earthquake-weakened bridge and is simply caught in the middle of a fight between Sacramento and San Francisco, said Assistant Secretary of the Navy Robert Pirie Jr. during a visit to San Francisco.

"And we are trying to get out of the middle as fast as we can," the Pentagon official told the San Francisco Examiner on Wednesday.

Pirie was referring to Caltrans' proposal to build a new span between Oakland and Yerba Buena Island, just

north of the existing bridge. But the design interferes with Mayor Willie Brown's plans to develop the island.

Pirie said the issue could be resolved with the last report. The Army Corps of Engineers is poised to spend the next three months reviewing existing proposals for fixing the bridge, according to a Corps official.

Brown insisted again this week that he won't feel comfortable with a new span unless the Army Corps of Engineers reviews the Caltrans design for a single-tower suspension bridge. Torlakson and Wolf don't think the project needs more study.

The Bay Bridge became the focus of this political dogfight when a segment of the bridge collapsed in the 1989 Loma Prieta earthquake.

Engineers unveil transportation plans

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

Bay Area engineers on Thursday unveiled the latest plan to make sure the city's transportation system can meet future development of Mare Island and the Vallejo waterfront.

Some bold ideas advanced last fall, have now been modified as the costs of proposed improvements have been worked into the mix.

A third bridge onto Mare Island is still sketched onto the latest draft of Vallejo Transportation and Mare Island Access Study maps, but is not recommended to be built until after 2020.

"It is there in the long term to be considered in 20 years," said Parma Thananjeyan of Korve Engineering.

Traffic will be at a peak on the two bridges once Mare Island is built out, Thananjeyan said. But the Napa River Bridge with its four lanes and the Mare Island Causeway with two have the same capacity between them as

the Golden Gate Bridge which carries traffic on six lanes between San Francisco and Marin County, Thananjeyan pointed out.

Korve Engineers, the firm hired by the city for the project, is also recommending leaving the ferry terminal where it is, and building a parking structure across the street.

Vallejo residents resisted earlier suggestions from Korve to move the ferry terminal south to the Kaiser property, which is bounded roughly by Sonoma and Solano avenues and Curtola Parkway.

"The initial assumption was that at Kaiser you'd have an open parking lot. The potential benefit was you didn't have to do a parking structure," said Michael Fajans of Pacific Management Corporation.

But it was decided the site was too remote to work into the city's transit system and that with additional business and housing being built, the Kaiser site might also require a parking structure.

Improvements to the Highway

37 interchange onto Mare Island are a high priority with two-lane on and off ramps recommended.

The bus turnaround is now sketched in at an off street site at the end of York Street between Santa Clara Avenue and Sacramento Street, an area now used as a city parking lot. There bus riders wouldn't have to cross busy streets to catch the bus as they do at the York and Marin turnaround.

Choosing between water taxi ferry or bus service, the latter won out as the preferred form of public transportation onto Mare Island.

City roads are considered adequate in general to meet the growing transportation need from future development, but may need minor improvements.

Total funding for the access plan is estimated at \$133 million. City and developer funding is expected to pay for some initial costs, but lots more money will be needed from state, federal and other outside funds, planners said.

Assembly approves its version of state budget

By Steven A. Capps
Bee Capitol Bureau

The state Assembly on Friday approved its version of the new \$100 billion state budget, a procedural vote that sets up a June showdown with Gov. Gray Davis over the key issues of tax cuts, transportation funding and support for schools.

The Assembly's budget proposal differs from the governor's in a number of areas, chief among them exclusion of his proposal to permanently exempt teachers from paying income taxes. The issue, however, is expected to be the subject of further negotiations.

The bill was passed Friday by a bipartisan 54-10 vote after Republicans praised the spending plan for including more money for tax cuts and transportation than offered by Davis.

But Assembly Republican leader Scott Baugh warned Democrats that the budget bill would not win the support of the GOP caucus if it came to a final vote in its current form.

"This budget bill is still a rough draft, but I am willing to send it to conference," said Baugh, R-Huntington Beach. Seven other Republicans — including Dave Cox of

Sacramento and Anthony Pescetti of Rancho Cordova — joined Baugh in voting for the measure.

The Assembly and Senate versions of the 2000-01 budget next go before a two-house conference committee, which is expected to begin its budget deliberations next week. The state constitution requires the Legislature to adopt a new state budget by June 15, giving the governor 15 days to review it before the start of the fiscal year July 1.

While the Assembly's budget proposal includes \$2.7 billion in tax cuts, Baugh said that Republicans think \$4 billion is a fairer figure, considering that the state is enjoying a surplus of at least \$12.3 billion.

Baugh said Republicans also will demand reductions in welfare spending and more money directed to road construction and maintenance.

After Friday's vote, Baugh and Assembly Speaker Bob Hertzberg, D-Los Angeles, congratulated themselves for their bipartisan work on getting the budget off the Assembly floor and into the conference committee, but acknowledged that many of the tougher decisions have been put off.

The Assembly's \$2.7 billion in

tax cuts, for instance, does not say in what forms those cuts will come. Davis is asking for a one-time \$1.8 billion income tax rebate, as well as the teacher income tax exemption, which would cost another \$545 million in the 2000-01 budget. The Senate, meanwhile, wants a permanent sales tax rebate of about \$1.4 billion a year.

Baugh said he considers the \$2.7 billion figure a minimum, while Hertzberg said it may be too much.

On transportation funding, the Assembly budget is at odds with the governor. Davis has proposed directing half of the state's sales tax on gasoline and diesel fuel sales to transportation, which would total about \$440 million a year. The Assembly budget would take the entire amount and provide it for transportation.

While Baugh said Republicans support the idea, they are unhappy that under the Assembly's version of the budget most of the money goes to mass transit projects rather than for road construction and rehabilitation.

"A person pumping gas in Fresno shouldn't be paying for a subway project in Los Angeles," Baugh said.

The Assembly's budget spends about \$300 million more for K-12 and community college education than Davis, who proposed \$1.1 billion above the minimum guarantee set by Proposition 98. But the Assembly went along with Davis' proposal to provide districts with \$1.8 billion in discretionary funds.

Overall, the Assembly's \$100 billion budget version spends about \$1.7 billion more than the governor's. The extra money is from a higher revenue estimate, a lower reserve account and a decision to spend about \$700 million Davis had set aside for various purposes.

Despite the differences between Democrats and Republicans, and between the Legislature and governor, Hertzberg said he was confident a budget would be adopted by the June 15 constitutional deadline.

"The governor has indicated that he wants to have a budget on time and I have no reason to believe that that won't happen," Hertzberg told reporters after the floor vote.

"The bottom line is we figure it out," he said. "We'll work out the differences. . . . I'm not worried about it. There's a great deal of commonality."

Sac Bee 5-27-00

Study may speed new car-pool lanes

By Bill Lindelof
Bee Staff Writer

Ron Hand knows the value of the car-pool lane.

For the past five years, his commute from Elk Grove to downtown Sacramento has been on fast forward because he has traveled in Sacramento's only car-pool lanes.

"The regular lanes are bumper-to-bumper," he said.

Travel data released this week by the Sacramento Area Council of Governments shows that morning commuters such as Hand traveling from Elk Grove to Sacramento save 11 minutes each morning by

taking Highway 99's car-pool lanes.

The "Interstate 5 and Highway 99 Corridor Study Areas" study lists travel times and speeds for the 12 miles of Highway 99 and the 35 miles of Interstate 5 from the San Joaquin County line to Woodland.

Among the study's highlights:

■ A typical weekday commute from Elk Grove to downtown in the regular lanes takes about 24 minutes during the morning peak hour of 7 to 8 a.m. The same commute took 13 minutes in the car-

Please see **COMMUTE**, page B5.

Commute: Council studies lanes for I-5

Continued from page B1

■ The average for motorists using regular or so-called "mixed flow" lanes is 30 mph. Car-pool lane drivers average 57 mph.

■ Traffic on the 14 miles of I-5 between south Sacramento County and downtown slows to 25 mph near the Pocket Area during the morning commute.

■ The overall morning commute on that stretch of I-5 takes about 20 minutes.

■ Morning commute traffic on I-5 from Woodland to Sacramento is generally smooth with a slight drop in speed at the Interstate 80 interchange and again through downtown.

Martin Tuttle, SACOG's executive director, said the information would help the area plan for the future. Highway 50 and Interstate 80 also could have car-pool lanes in coming years, he said.

"As the war against congestion and emissions heats up in our region, we must gather all the critical information necessary to guide future transportation planning decisions," Tuttle said.

He said there are strong feelings statewide about car-pool lanes. Critics say they are hazardous because drivers jump to them from slow lanes and also that they are not used much.

But Tuttle said a downtown employment center and plenty of suburbanites in Elk Grove make car-pool lanes a valued part of the transportation picture.

Last year, SACOG used test vehicles during the morning (6:45 a.m. to 9:45 a.m.) and afternoon (3 p.m. to 6 p.m.) commutes for the

study. It also is studying the possibility of car-pool lanes, light rail or other alternatives for Interstate 5.

High Occupancy Vehicle lanes not only are good for car-poolers, but they complement transit," Tuttle said. "People can car-pool into Sacramento and take light rail during the day."

The Environmental Protection Agency mandates that states implement plans to meet benchmarks of the federal Clean Air Act. Regions that don't reach the standards are called "non-attainment areas," a designation carried by Sacramento, along with several other parts of California.

"In non-attainment areas, you have to demonstrate that you have no other alternatives to mixed-flow lanes before you are allowed to build them," Tuttle said. "Alternatives include car-pool lanes and light rail."

Alan Hirsch, coordinator of the Sacramento Transportation Equity Network, favors transit. He believes car-pool lanes encourage far-flung suburban growth.

"When we put in car-pool lanes, we are subsidizing sprawl," Hirsch said. "We are subsidizing a lifestyle. If car-pool lanes are so effective, they should be converting mixed-flow lanes."

Community meetings on possible Highway 50 car-pool lanes are scheduled by the state Department of Transportation, the Watt Avenue Committee and the No Way LA Coalition, Hirsch said. The first meeting is 6:30 p.m. June 1 at the Coloma Community Center, 4623 T St.

Hand said the Highway 99

study did not surprise him. Every morning, he drives in a natural-gas-powered van that cruises along in the car-pool lane while drivers in the regular lanes idle in commute-choked traffic.

He picks up his six passengers at 6:30 a.m. each workday at the Sheldon Road park-and-ride. The drive into Sacramento is at the speed limit.

Once downtown, he drops his passengers at various offices. Hand, an employee with the state Air Resources Board, arrives at his office before 7 a.m.

The trip home after a day of work usually takes the same amount of time. The group leaves Sacramento at 4:30 p.m. and is back at the park-and-ride by 5.

Sometimes, Hand said, his commute is momentarily slowed by solo drivers who duck into the car-pool lanes and slide back into the regular lanes when they spot a California Highway Patrol officer.

Hand said he hopes that drivers in other lanes will look over at car-poolers and realize that the HOV lane travelers are moving much faster.

He said that as the driver of the van pool, he experiences less frustration than motorists in the mixed-flow lanes. Driving in car-pool lanes makes the day start better because there is less frustration, he said.

"Throw in an accident, and your commute time is even longer in the mixed-flow lanes," he said. "There's always a wreck there somewhere."

Fairfield announces ^{P.R.} job swaps at city hall

By Mike Adamick
Staff Writer

Fairfield City Manager Kevin O'Rourke announced a job swap within the upper echelons of City Hall on Thursday.

Ronald Hurlbut, director of the Department of Public Works, was named deputy city manager and will focus on transportation issues.

Charlie Beck, assistant director of the Department of Public Works, was named director of

the department.

O'Rourke said there are several pressing transportation issues — like the Interstate 80 landslide and the I-80-680 interchange — that Hurlbut will work on.

Beck, meanwhile, has more than 30 years of experience ranging from engineering to water treatment, said O'Rourke.

O'Rourke said the changes “support a top city objective to improve transportation planning for Fairfield.”



DATE: June 7, 2000
TO: STA Board
FROM: Stacy Medley, Clerk of the Board
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation

That the STA Board approves the following attached consent items:

- A. Minutes of Meeting of May 10, 2000
- B. Draft Minutes of May 31, 2000 TAC Meeting
- C. Governor's Transportation Plan
- D. Printing Cost for Final Jepson Parkway Concept Plan
- E. Solano Paratransit Contract Extension
- F. STIP Advanced Project Delivery Element (APDE) Projects – (AB 1012)
- G. Solano County Comprehensive Transportation Plan Update



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
May 10, 2000**

I. CALL TO ORDER - CONFIRM QUORUM

Chair Donahue called the regular meeting to order at 4:35 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Dan Donahue (Chair)	City of Vallejo
Marci Coglianese (Vice-Chair)	City of Rio Vista
Pierre Bidou	City of Benicia
Chris Manson	City of Dixon
Steve Lessler	City of Fairfield
Jim Sperring	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
Stacy Medley	STA-Clerk of the Board
Melinda Stewart	STA Legal Counsel/Vacaville

ALSO

PRESENT:

Alan Nadritch	City of Benicia
Don Erickson	City of Dixon (Board Alternate)
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Mike Segala	City of Suisun City (Board Alternate)
Paul Hom	City of Vacaville
Dale Pfeiffer	City of Vacaville
Elizabeth Richards	Solano Commuter Information
Janice Sells	Solano Commuter Information
Bernice Kaylin	League of Women Voters-Solano County

II. APPROVAL OF AGENDA

On a motion by Member Manson, and a second by Member Slade, the STA Board unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENTS

Jim Williams, citizen, commented on three issues: 1.) He felt the Citylink name should be changed to People Mover. He felt this would be a more appropriate name for this route, 2.) In regards to the Solano Bikeway path, he asked that the Board consider not allowing pedestrians on certain parts of the proposed bike path due to the chance of injury to the pedestrians. He expressed that there have been many pedestrian injuries on the path, which allows bikes, and pedestrians, and 3.) He asked that the Board be open minded in considering rail stations sites in Vacaville when the study is conducted.

IV. EXECUTIVE DIRECTORS REPORT

Daryl Halls provided an update on the following items:

- Governor's 90-Day Transportation Plan/May Revise/STA Project Priorities
- STA Trip to Sacramento
- Accelerated STIP Projects
- Jepson Parkway Concept Plan/TRANNY Awards
- Comprehensive Transportation Plan Update
- Rail Tour of Capitol Corridor
- Solano Commuter Information Clears First Funding Hurdle
- Introduction of new STA staff (Project Manager/Analyst Janice Sells from SCI and Planning Intern Robert Guerrero from Chico State)

V. COMMENTS FROM STAFF, CALTRANS, AND MTC

None.

VI. CONSENT AGENDA

On a motion by Member Manson with a second by Member Bidou, the following consent agenda was approved, with the exception of item C, which was requested to be moved as a Non Financial Action Item:

- A. **Minutes of Meeting of April 12, 2000**
Recommendation: Approve minutes of the STA Board meeting of April 12, 2000.
- B. **Draft Minutes of April 26, 2000 TAC meeting**
Recommendation: Review draft minutes of the April 26, 2000 TAC meeting.

- D. Amendment to 1999-00 Agreement with Underground Advertising**
Recommendation: Authorize the Executive Director to execute an amendment for \$5000 for the 1999-00 Intercity Transit Marketing Agreement with Underground Advertising.
- E. Schedule and Status Report of STA Subcommittee**
Recommendation: Informational
- F. Third Quarter Financial Report**
Recommendation: Review and file STA 3rd Quarter Financial Report.
- G. Amendment to the 1999-00 Alta Consulting Agreement to Provide Services for the STA Alternative Modes Subcommittee**
Recommendation: Authorize the Executive Director to execute an amendment for \$15,000 to the 1999-00 Bike Implementation Agreement with Alta Consulting to provide services for the STA Alternative Modes Subcommittee.

VII. ACTION ITEMS: NON FINANCIAL

C. Additional Comments on Jepson Parkway Concept Plan

Dan Christians presented this item. He explained that the attached letter submitted on the Draft Jepson Parkway Concept Plan from the Central Solano Citizens Taxpayers Group dated February 23, 2000 had been referred to at the April STA Board meeting and it should be incorporated into the record. The letter received from the Travis Air Force Base dated April 21, 2000 was received after the Jepson Parkway Concept Plan had been approved and it should be received and filed as additional information on the plan only.

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

A. Amendment of I-80/I-680 Interchange into the Regional Transportation Plan

Daryl Halls presented this item. He indicated the STA Board support staff's request to add the I-80/680 interchange to the RTP by MTC.

Member Spring commented that funds need to be identified and that this project should become a higher priority for the STA. Member Lessler mentioned that the Board needs to support this before June 9 to get it into the Governor's Transportation Plan. He also mentioned that the legislature said if it's not in MTC's plan, it will not be considered. Member Spring explained that this process needs to be amended through MTC and the STA should make it clear to MTC that the STA would like this project to be known as a high priority. Member Slade requested that the STA make it known to Senators Boxer and Feinstein's office that this project is a high priority, and requested that letters be written to the Senators asking for their support.

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

B. 2000 Legislative Report

Daryl Halls presented this item. He provided information on the three bills (SB 1506 – Chesbro (in its amended form), AB 2052 – Aroner, and SB 1427 – Rainey).

AB 2052 is related to TEA-21 funding, which is a potential funding source for CalWORKS type programs such as SolanoWorks. Staff requested support for this bill.

On a motion by Member Slade, and a second by Vice Chair Coglianese, the STA Board approved, on a 5 to 2 vote, the staff's recommendation to support AB 2052 (Aroner), with Members Manson and Spering voting no.

SB 1427 is related to transit credits to employers. The STA Transit Consortium supported this bill. Staff requested support for this bill.

On a motion by Member Manson, and a second by Member Slade, the STA Board unanimously approved staff's recommendation to support SB 1427 (Rainey).

SB 1506 is related to the transition of Solano County into a new Caltrans District. The bill has been significantly amended and now it reads that an evaluation should be done to see whether this transition would benefit the counties involved. Caltrans and MTC will be a part of the evaluation. Staff requested support for this bill in its amended form.

On a motion by Vice Chair Coglianese, and a second by Member Bidou, the STA Board unanimously approved staff's recommendation to support SB 1506 (Chesbro) in its amended form.

C. Status Report on Governor's Transportation Plan and STA's Priority Transportation Projects for Funding

Daryl Halls presented this item. He explained that there are three priority projects for potential state funding, which were listed in the agenda item. Staff is planning to meet with Sacramento Legislators on these priorities to enlist their support later in the week. Staff requested the STA Board reaffirm support for the three projects.

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

D. 2000-01 YSAQMD Clean Air Fund STA Subcommittee

Dan Christians presented this item. He explained there is a total of \$526,000 in proposed applications for these funds and only \$270,000 is available. Staff is requesting two board members representing, Fairfield and Vacaville, serve on a subcommittee with YSAQMD Boardmembers Don Erickson, Fred Harris and Duane Kromm to screen the applications and come up with the high priority applications.

Member Slade noted her concern with Fairfield being on this subcommittee when they are not a member of this Air Quality District. Dan commented that Fairfield operates the two transit routes that are two of the projects requesting continued funding.

Ron Hurlbut, City of Fairfield, spoke on the matter. He explained that Fairfield is only interested in coordinating these funds in order to maintain the intercity transit services (Routes 30 and 40) in the area.

On a motion by Member Manson, and a second by Member Spring, the STA Board approved staff's recommendation, on a 6 to 1 vote, with Member Slade voting no.

E. Citylink Route 30 Service

John Harris presented this item. He provided some background about the Citylink Route 30 and stated that the current operator, Yolo County Transportation District (YCTD), is not interested in renewing a contract for service after 6/30/00. YCTD has offered, however, to run the service for an additional two months in order to allow the STA staff enough time to secure another operator. Fairfield/Suisun Transit has offered their services to run the route. Staff is recommending that the Board authorize a one-year contract with Fairfield/Suisun Transit to operate the Citylink Route 30 service.

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

F. Preliminary List of STIP Augmentation Projects

John Harris presented this item. He explained that the Governor's intention is to bring forward three additional years of STIP funding and staff has identified a list of projects for consideration. He noted the STA TAC reviewed the first four projects for consideration, and requested the additional three projects be added to the list of projects. Staff is requesting STA Board support the list of projects for consideration, with the addition of the three requested by the STA TAC.

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

G. STIP Advanced Project Development/Element (APDE)

John Harris presented this item. He explained the limited scope to qualify for STIP APDE funding and that these funds are limited to environmental and design components. Staff recommended that the STA Board approve the attached list of projects for STA consideration.

On a motion by Member Bidou, and a second by Member Manson, the Board unanimously approved the staff's recommendation and requested that staff bring back the Rio Vista TLC matching fund request and the Jepson Parkway Environmental item to the next STA Board meeting for formal approval.

H. Solano County Comprehensive Transportation Plan/Update

Dan Christians presented this item. He explained that work programs have been developed by each of the subcommittees and a revised RFP has gone out for a Transit Consultant. He also mentioned the Steering Committee had approved a public input process. Staff is recommending the STA Board approve the work programs for each of the three subcommittees and the community process.

On a motion by Member Bidou, and a second by Member Manson, the Board unanimously approved the staff's recommendations.

I. STA Office Lease

There was no discussion on this item.

On a motion by Member Manson, and a second by Vice Chair Coglianesse, the Board unanimously approved the staff's recommendation.

VIII. FUNDING OPPORTUNITIES

A. Solano Transportation Enhancements Program

Deadline: May 26, 2000

A. Regional TFCA Program

Deadline: June 30, 2000

XII. BOARD MEMBERS COMMENTS

None.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 6:00 p.m. The next regular meeting will be held at 6:00 p.m., June 14, 2000, at the Suisun City Council Chambers.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
May 31, 2000
DRAFT

1. CALL TO ORDER

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

Present:

Julian Carroll	Caltrans
Virgil Mustain	City of Benicia
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Jim Holden	City of Rio Vista
Tom Bland	City of Rio Vista
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Dale Pfeiffer	City of Vacaville
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Pam Belchamber	City of Vallejo
Paul Wiese	County of Solano
Elizabeth Richards	Solano Commuter Information
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Janice Sells	SCI/STA
Stacy Medley	STA
Jennifer Tongson	STA
Robert Guerrero	STA
Hilmer Ace Forsen	Caltrans

II. OPPORTUNITY FOR PUBLIC COMMENT

No comments.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

No comments from Caltrans or MTC. John Harris mentioned that MTC has begun a two-week TIP update and to contact him with questions. Dan Christians mentioned MTS maps are updated and available through Caltrans.

IV. CONSORTIUM UPDATE

Pam Belchamber provided an update on the Consortium meeting, which took place previous to the TAC meeting. All items on the Consortium agenda were approved.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of April 26, 2000
- B. Review Funding Opportunities Calendar
- C. Printing Cost for Final Jepson Parkway Concept Plan

On a motion by Dale Pfeiffer, and a second by Paul Wiese, County of Solano, the STA TAC unanimously approved items A, B and C on the consent calendar.

The following items on the Consent Calendar were pulled for discussion:

- D. Amendment to the Jones and Stokes Agreement to Provide Additional Environmental Services for the Jepson Parkway Project
- E. YSAQMD Clean Air Fund Subcommittee
- F. Park and Ride Study

On a motion by Ron Hurlbut, City of Fairfield, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved item D, E and F on the consent calendar.

VI. ACTION ITEMS

A. STIP Advanced Project Delivery Element (APDE) Projects – (AB 1012)

John Harris presented this item. He provided some background information on the previously approved candidate list of APDE projects, along with the two projects that the STA Board has request be submitted for funding (Jepson Parkway / \$250,000 and Rio Vista's TLC Grant / \$100,000).

The STA TAC approved the recommendation to recommend that the STA Board approve APDE funding for the two projects listed totaling \$350,000.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the staff recommendation.

B. 2000 Legislative Report

Daryl Halls presented this item. He provided information regarding SB 1995 (Perata), which would require MTC to prepare and adopt by 1/1/02, a comprehensive congestion reduction plan that sets forth performance goals and objectives, on a transportation corridor basis, to reduce severe traffic congestion. He indicated staff is recommending that the STA TAC oppose this bill.

He also provided information regarding AB 2428 (Torlakson), which would authorize any sponsor of a transportation project included in the RTIP to appeal to MTC the decision of any local agency to impose conditions as part of the granting of a local permit or other necessary approval for the project, on the grounds that those conditions are not reasonably related to the project or the impacts of the project.

Staff is recommending that the STA TAC approve the recommendation to forward a recommendation of oppose for SB 1995 (Perata) to the STA Board, and approve a position of watch for AB 2428 (Torlakson).

On a motion by Dale Pfeiffer, City of Vacaville, and a second by Ron Hurlbut, City of Fairfield, the STA TAC unanimously approved these recommendations on the bills.

C. Highway 12 MIS Study

Dan Christians presented this item. He explained that the first committee meeting of the Hwy 12 MIS was held. The committee was updated on the state planning grant and scope of work proposed for the planning study. He mentioned that RFP's have been sent out for a consultant to conduct the planning study.

Staff is asking that the STA TAC approve the recommendation to forward a recommendation to the STA Board to approve the Scope of Work and Planning Process for the Highway 12 MIS Study.

On a motion by Paul Wiese, County of Solano, and a second by Ron Hurlbut, City of Fairfield, the STA TAC unanimously approved the recommendation.

D. Rapid Bus Proposal for I-80 Corridor

Daryl Halls presented this item. He explained that \$40 million is in the current Governor's Plan for the Bay Area Rapid Bus proposal submitted by MTC. A Solano County I-80 proposal from the SolanoLinks Consortium identifies new and improved commute services along the I-80 corridor. The proposal would help Solano County to expand transit service along the I-80 and potentially I-680. Vallejo Transit, Fairfield/Suisun Transit, Benicia Transit and Vacaville City Coach helped to develop specific requests for expanded transit service along the I-80 and I-680 corridors. Napa County and Contra Costa County have expressed an interest in supporting a multi-county endorsed proposal to the MTC for the I-80 corridor.

Staff is recommending that the STA TAC approve the recommendation to forward a Rapid Bus Proposal for the I-80 corridors for Solano County to the STA Board with a recommendation to forward a proposal to MTC for inclusion in the Bay Area's development of a regional Rapid Bus proposal, and request CCTA and NCTPA work with STA to develop a rapid bus proposal for the entire I-80 and I-680 corridor.

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

E. SCI Transition to STA

Daryl Halls presented this item. He verbally provided some background information regarding the transition of SCI. He mentioned that MTC will make their final decision on 80% of SCI's funding on June 14, 2000, and will go to the STA Board for consideration that evening.

Staff is requesting that the STA TAC approve the recommendation to forward to the STA Board a recommendation approving the transition of Solano Commuter Information to the STA.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the recommendation.

The STA TAC wanted to express appreciation to SCI for their services, and a job well done, for the past 20+ years.

F. Solano Paratransit Contract Extension

John Harris presented this item. He explained the City of Fairfield has provided this service since 1996, and staff would like to continue the contract with Fairfield for these services.

Staff is recommending that the STA TAC approve the recommendation to forward a recommendation to the STA Board to approve a Solano Paratransit contract extension for FY 00-01, not to exceed \$263,313 and authorize the Executive Director to sign the contract.

On a motion by Paul Wiese, County of Solano, and a second by Virgil Mustain, City of Benicia, the STA TAC unanimously approved the recommendation.

G. Approve Request to Purchase Route 30 CNG Bus

John Harris presented this item. He explained that YCTD has operated Route 30 with CNG powered vehicles, and that their contract expires on June 30, 2000, and YCTD does not want to renew the contract. Staff is in the process of pursuing a piggyback order of a CNG powered coach through another transit operator, hopefully in this calendar year. There is currently \$200,000 set aside for this coach, but an additional \$175,000 is needed to purchase the vehicle.

The STA TAC approved the recommendation to forward a recommendation to the STA Board to approve allocation of \$175,000 in STAF funding to purchase a CNG bus.

On a motion by Ron Hurlbut, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Governor's Transportation Plan

Daryl Halls explained that the revised transportation plan has been released. The plan includes extending the STIP to seven years from the current four years. He also gave a breakdown of what the plan proposes and a comparison between the Governor's "project" plan and a STIP process plan for Solano County.

B. Red Top Slide Subcommittee

John Harris stated that the first committee meeting was held on May 5. Caltrans staff provided an update on current slide conditions and the status of SHOPP and Design-Sequencing Pilot Program funding proposals. They also described a proposed de-watering plan using a six-meter drain shaft and a detailed multi-phase I-80 Red Top Slide Emergency Closure Plan. Copies of these plans are available through the STA.

C. Solano County Comprehensive Transportation Plan

Dan Christians explained that all committees have started meeting and provided upcoming meeting dates for each of the three committees. He mentioned that the Steering Committee has also developed a proposed Community Input Process which would involve a community workshop in each of the cities, which has been approved by the STA Board.

He also mentioned that a Transportation Consultants, Fehrs and Peers have met with staff and are beginning the traffic analysis for the Arterials Subcommittee.

A revised RFP for a Transit Consultant has gone out and the deadline to receive proposals is June 7. A consultant should be selected before the STA Board meeting on June 14.

D. Cordelia Truck Scales PSR

John Harris explained that the first meeting for the PSR has taken place. The meeting was to inform participants of project status and to obtain the views and concerns of the local interests. Caltrans provided information on the original Cordelia Truck Inspection Facilities project and local interests expressed a variety of concerns about the proposal. It was agreed that alternative sites would receive serious consideration.

E. Solano Transportation Enhancements Program

Dan Christians explained that applications were requested for the final cycle of the Solano Transportation Enhancements Program. Eligible projects include pedestrian and bicycle facilities, landscaping and streetscapes, and transit shelters or amenities related to a transit village. He mentioned that if there were more eligible requests than available

funds, a selection panel would be formed to review and make recommendation to the STA TAC and Board. At the meeting, the STA TAC recommended the project sponsors meet to develop a proposal to allocate the funding.

F. Transit Consultant RFP

Dan Christians explained that RFPs have been submitted and interviews are being scheduled for June 5. He also gave a brief update on the scope of work for the Transit Consultant.

G. Freeway Service Patrol Update

Dan Christians explained that letters have been sent to MTC and Caltrans requesting the acceleration of the FSP to Solano County. They have agreed to expedite the tow service on I-80 starting in July 2000, and expand to I-80 from State Route 29 in July 2001. They are also exploring the possibility to expand by combining I-80 and I-680 into one longer loop beat that would include the I-780, which could potentially begin in July 2001.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:10 p.m. The next meeting is scheduled for Wednesday, June 28, 2000 at 1:30 p.m.



DATE: June 7, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Governor's Transportation Plan

Background:

On May 15, Governor Gray Davis released his revised transportation plan, entitled the Traffic Congestion Relief Plan, as part of the May Revision for the State Budget for 2000-01. Under this plan, \$5.329 billion in new state General Fund and sales tax resources are proposed over a five-year period. The plan proposes \$1.5 billion from the General Fund in the 2000-01 Budget Act to be transferred to a newly created Traffic Congestion Relief Fund with the California Transportation Commission designated as the agency responsible for allocating the funds. The plan also calls for \$440 million in sales tax revenues to be deposited annually in the fund over a five-year period, commencing with the 2000-01 fiscal year. This would provide \$1.94 billion for fiscal year 2000-01 and \$3.7 billion over the five-year period. The Governor is recommending the remaining \$1.6 billion of the \$5.3 billion plan be provided over the next four budget cycles.

The \$5.3 billion total state funding committed to the plan consists of \$2.8 billion targeted for transit and rail, \$484 million for transit studies, \$555 million for high occupancy lanes, \$650 million for highway improvements, \$312 million for interchange improvements, \$400 million for deferred road maintenance on local street and roads, and \$100 million for deferred maintenance on state highways.

The Governor's plan also includes extending the State Transportation Improvement Program (STIP) to seven years from the current four, effective with the 2002 planning cycle and modifying current statute to allow the State to allocate its Interregional Transportation Improvement Program (ITIP) funds to support the Governor's plan. Projects included in the Governor's plan would be eligible to receive this funding.

Discussion:

The STA is continuing to work with our transportation partners to ensure that Solano County transportation funding priorities are included in this year's state budget. On May 10th, the STA Board's reaffirmed its support for the following adopted project priorities: 1). Funding for the next segment of the I-80/680 Interchange (\$19 million), 2). Funding for environmental, design, and right of way for the Highway 12 between Napa and I-80 (\$14 million), and 3). support for additional Capitols Corridor funding (\$33.5 million) for the Bahia Viaduct, Yolo Causeway and Suisun City 3rd Track projects included in the Capitols' ten-year Capital Improvement Program.

Two projects specific to Solano County are included in the Governor's May Revision, \$10 million for a third Vallejo Baylink Ferry and \$13 million for the I-80/680 Interchange. As requested by the STA TAC, the \$13 million for the I-80/680 interchange has been included with the flexibility to perform an investment study for the entire I-80 /I-680 corridor in Solano County. The support of Assembly Member Helen Thomson for this project was the primary reason for its inclusion in the Governor's plan. A joint letter signed by Assembly Members Patricia Wiggins and Helen Thomson and State Senators Wes Chesbro and Maurice Johannessen has requested the inclusion of an allocation of \$14 million for the Highway 12 project. In addition, the STA has received a number of letters from members of the Solano and Napa business communities and other interested community members in support of the STA's two highway requests.

Additional projects of potential benefit to Solano County are \$25 million for the Capitols Corridor Rail and \$40 million for MTC's Rapid Bus Proposal. According to the Capitols staff, the funding allocated by the Governor (\$40 million) would cover the Bahia Viaduct project in Solano, one of three of the capital priorities affecting service in Solano. In addition, STA staff is working with the SolanoLinks Transit Consortium to prepare a Solano proposal for the I-80 corridor in MTC's Rapid Bus Plan (see item VII.A).

A joint transportation conference committee of the State Legislature has been meeting over the last three weeks to review the Governor's transportation plan and prepare the Legislature's version of the transportation portion of the State budget. Joshua Shaw and Paul Yoder (Gerber, Shaw and Yoder) will provide a verbal update at the meeting. According to Paul Yoder, it appears the Governor's plan with its overall list of projects will stay essentially intact. The State Legislature appears to be focusing its efforts on adding specific projects to the Governor's list and addressing long term funding issues such as road maintenance funds, transit operating funds, and whether to increase a greater percentage of the sales tax on the gas tax to transportation.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Printing Cost for Final Jepson Parkway Concept Plan

Background:

On April 12, 2000, the STA Board approved the Jepson Parkway Concept Plan. On May 10, the Concept Plan received a "Tranny" Award from the California Transportation Foundation for one of the best transportation projects in the State of California for the past year. There has been a significant amount of public interest in this study and numerous copies of the plan have been requested during the past few months.

Discussion:

The STA Board has previously approved \$6,000 for the final printing of the Jepson Concept Plan. At that time it was expected that the Final Plan would be printed primarily in black and white with just a few color exhibits. However, because of the significant interest in this award-winning plan, it was decided that the final plan and all of the photos and maps be printed in color in order to fully depict the various amenities being proposed. Additional design work by our consultants was also needed to add color to all the exhibits, particularly the three 11 X 17 exhibits (bicycle/pedestrian, transit and landscaping). In order to complete the color designs and print the full plan in color plus Executive Summaries, an additional \$9,000 is needed. These funds will come from the remaining \$217,411 of State Transportation Improvement Program (STIP) funds currently available for this project.

Fiscal Impact:

None from the STA operating budget. These funds will come from the remaining \$217,411 of STIP funds currently available for this project.

Recommendation:

Authorize the Executive Director to execute an amendment to the Contract with Grandy and Associates and approve an additional \$9,000 of STIP funds for printing the final Jepson Parkway Concept Plan.



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Solano Paratransit Contract Extension

Discussion:

The STA entered into a contract with the City of Fairfield to provide the Solano Paratransit service from July 1, 1996 to June 30, 1999. Last year the contract was extended through June 30, 2000.

Staff proposes that the STA continue to contract with the City for Fairfield to provide the Solano Paratransit service. The service is operated in conjunction with the Fairfield/Suisun Transit Dial-a-Ride Transit service (DART, the Fairfield/Suisun Transit ADA service) and relies on the existing high level of service and RFP process for contractor selection. Fairfield/Suisun Transit closely monitors and maintains its local paratransit service and STA would benefit from economies of scale by continuing the contract.

Fairfield has provided an operating cost of \$45.32 per revenue hour for next year. This price was calculated based on last year's cost plus an inflation rate of 3% for 1999. The total contract cost for FY 00-01 will not exceed \$264,313 in TDA funds plus fare revenues. Staff has worked with Fairfield to create an extension of the contract based upon the above information.

Fiscal Impact:

This line item is included in the approved FY 00/01 STA budget.

Recommendation:

Approve a Solano Paratransit contract extension for FY 00-01 with the City of Fairfield not to exceed \$264,313 and authorize the Executive Director to sign the contract.



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: STIP Advanced Project Delivery Element (APDE) Projects – (AB 1012)

Background:

On May 10, 2000, the STA Board approved a candidate list of seven projects for consideration under the STIP APDE program. (The complete list is attached). The STA Board also requested staff to return with a recommendation to initiate APDE funding applications for the following two projects:

<u>Project</u>	<u>Purpose</u>	<u>Funding Needed</u>
Jepson Parkway	necessary environmental studies and permits	\$250,000
Rio Vista's TLC Grant	matching funds for design	\$100,000

Please note that APDE project applications are not constrained by deadlines. Also, projects programmed through the APDE are limited to two STIP project development components: 1) environmental and 2) plans, specifications and estimates (design).

Fiscal Impact:

There is approximately \$3.1 million available from the Solano County STIP share for APDE programming. If approved, this would reduce the amount of available APDE funding to \$2.75 million.

Recommendation:

Approve the submission of APDE funding applications for the Jepson Parkway-Environmental (\$250,000 and Rio Vista TLC Waterfront Project-design (100,000) totaling \$350,000.

Attachment

APDE Project Candidates

Project	Purpose	Funding Needed
1. I-80/I-680	updated Project Study Reports (PSRs)	TBD
2. Highway 12 (Napa to I-80)	environmental, design and ROW clearance	\$750,000 (STA's share-environmental)
3. Jepson Parkway	environmental	\$250,000
4. Rio Vista's TLC grant	matching funds	\$100,000
5. Railroad Station Sites (PSRs)	(requested by Benicia at previous STA Board meeting)	TBD
6. I-80 Corridor (Fairfield)	congestion relief study	TBD
7. Waterfront Intermodal Facility (Vallejo)	matching funds for environmental, engineering design	\$1 million



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano County Comprehensive Transportation Plan Update

Discussion:

Subcommittees: As part of the Comprehensive Transportation Plan, all three subcommittees have met once and the Alternative Modes Committee has met a second time. The next subcommittee meetings will be held as follows:

Transit Subcommittee	June 19, 9:00 a.m.
Arterials Subcommittee	July 10, 10:00 a.m.
Alternative Modes Subcommittee	August 9, 3:30 p.m.

Community Input Process: The STA's Transportation Steering Committee has also developed a proposed Community Input Process that would involve a community workshop in each of the seven cities (see attachment). Staff plans to work with each agency to tailor an event for the community during the next few months.

Transportation Consultant: Fehrs & Peers and Associates have met with STA staff and are commencing the preliminary traffic analysis for the Arterials, Highways and Freeways Subcommittee. As part of their analysis, staff and the consultants will be compiling existing and/or new traffic counts of all major arterial, highways and freeways to better determine how the existing transportation system is operating.

Transit Consultant: On June 5, interviews were held with two transit consultants. Wilbur Smith Associates was selected because of their extensive experience in rail, ferries, transit studies and transit financing (see Agenda Item VII.B).

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects and Daryl K. Halls, Executive Director
RE: Rapid Bus Proposal for I-80 Corridor

Background:

Included with Governor Gray Davis' "Traffic Congestion Relief Plan" is \$40 million for the Bay Area Rapid Bus proposal submitted by the Metropolitan Transportation Commission (MTC). MTC's proposal, released on March 29, 2000, was developed and submitted by MTC in response to the Governor's initial transportation proposal released in January 2000 and as a follow up to MTC's recently completed Blue Print for the 21st Century planning effort.

The Bay Area Rapid Bus proposal identifies new and improved commute service along the I-80 corridor (originating in Solano County), Golden Gate, SR 92/84, I-680 (originating in Central Contra Costa), I-880, Santa Clara Valley, SR 4, I-580, and the Peninsula Corridor. The MTC's proposal contained a funding request of \$108 million for vehicles, \$70 million for support (park-n-rides), and \$48 million for operating costs over a 15-year period. The proposal is estimated to generate 26,600 new daily transit riders by 2020. MTC further estimated that the total annualized capital and operating cost would total \$67 million.

Discussion:

The inclusion of \$40 million for the Bay Area Rapid Bus proposal in the Governor's proposed state budget provides a strategic opportunity for the STA and Solano's transit operators to expand transit service along the I-80 and, potentially, the I-680 corridors. MTC has scheduled a meeting with all Bay Area transit operators on June 8 to discuss and further develop the Bay Area's Rapid Bus plan. In preparation for this meeting, STA staff has contacted staff from Vallejo Transit, Fairfield/Suisun Transit, Benicia Transit and Vacaville City Coach to develop specific requests for expanded transit service along the I-80 and I-680 corridors. The requests were to include number of coaches, support facilities, and operating costs to provide the proposed service.

STA staff has discussed with and received concurrence from Napa County (NCTPA) and Contra Costa (CCTA) regarding the benefit of the three counties forwarding a consensus I-80 and I-680 corridor proposal to the MTC for the Rapid Bus plan.

This item was agendized for detailed discussion at the SolanoLinks Consortium on May 31. Vallejo Transit, Fairfield/Suisun Transit and Benicia Transit submitted written proposals. The proposal from Vallejo Transit discussed service enhancements for all of Solano County and provided detailed scheduling information and detailed ridership and cost projections. After a review of the proposals it was evident that the proposals from Fairfield/Suisun Transit and Benicia Transit represented subsets of portions of the Vallejo proposal. The SolanoLinks Consortium unanimously voted to develop the Vallejo Transit proposal as the countywide

proposal, incorporate the Fairfield/Suisun and Benicia proposal into this countywide proposal and recommend approval from the STA Board. The STA TAC also reviewed this proposal on May 31 and unanimously voted to recommend it to the STA Board.

The rapid/express bus proposal is attached for your review. This proposal is a draft working document and may be refined as the SolanoLinks Consortium and STA TAC respond to anticipated proposal criteria from the MTC.

Also, please note the following:

- STA staff, STA TAC and the SolanoLinks Consortium are evaluating - the location and projected costs for new or expanded park & ride facilities.

- The MTC has recently informed STA staff of six possible “unmet needs” issues for Solano County. The attached rapid/express bus proposal, if implemented it would address up to four of these unmet needs issues.

Recommendation:

Approve the attached I-80/I-680 Corridor’s Rapid Bus & Express Bus Proposal in concept and as a starting point in the development of a formal proposal to MTC, and support a consensus approach utilizing concurrence from NCTPA and CCTA in the proposal for the I-80 and I-680 corridors.

Attachment

I-80 Corridor Rapid Bus & Express Bus Service Proposal

Solano Transportation Authority (STA)
Napa County Transportation Planning Agency (NCTPA)

June 2000

EXECUTIVE SUMMARY

The Governor's FY 2001 State Budget proposes transportation improvements including a \$40 million Bay Area-wide rapid bus program and \$10 million for a third Vallejo Baylink fast ferryboat. The following proposal describes operating and capital funds needed to support Vallejo-San Francisco Baylink fast ferry operations and the North Bay rapid bus program. The proposal also would improve connecting express bus services from Vacaville, Fairfield and Vallejo in Solano County, and the Napa Valley's "The VINE."

When implemented, these services will help limit and reduce congestion along I-80 between Sacramento and San Francisco via Solano County by expanding fast ferry service and rapid buses utilizing the 17-mile I-80 HOV lane. The proposed program will serve more than one million new annual passengers, increasing from the current 8,200 to about 11,500-12,000 riders per day by 2003. An overall 50% farebox cost recovery ratio is maintained by the existing program, a trend projected to continue with proposed expansion.

Operating Funds. \$4.0 million in additional annual operating funds are needed to implement a comprehensive program of Vallejo Baylink fast ferry, rapid bus and express bus expansion:

- Allocate \$1.0 million per year to expand Vallejo Baylink using the 3rd ferryboat from 11 to 16/17 roundtrips per day between Vallejo and San Francisco.
- Allocate \$3.0 million per year to support the rapid and express bus expansion program, consisting of additional frequencies on existing routes and major improvements to midday and weekend service along the I-80 corridor on "rapid bus" routes utilizing the HOV lane and non-HOV express bus services.

Capital Funding. \$25 million is needed to fund additional vehicles and park & ride facilities:

- Allocate \$5 million to purchase twelve (12) "over the road" buses, to substantially enhance rapid and express bus services provided by the existing/funded Solano County fleet.
- Allocate \$20 million for new transfer and park & ride facilities along I-80 and in the Route 29/Napa Valley corridor, to expand transfer opportunities between fast ferries, rapid buses, express buses and local bus services. \$10 million is proposed for expansion of facilities at the Vallejo Ferry Terminal, the largest and busiest park & ride and intermodal facility in the North Bay. Possible expansion or new facilities are also under consideration for East Vallejo, Benicia, Fairfield, Vacaville, American Canyon and Napa.

EXISTING SERVICES

This section describes existing fast ferry, rapid bus, and express bus services operated in the North Bay I-80 corridor.

- Vallejo Baylink fast ferries serve about 2,500 weekday riders, plus about 180–200 weekday passengers on Baylink “Route 200” rapid buses that use the I-80 HOV lane. About 1,500-2,000 are served by fast ferries on Saturdays. About 1,000-1,200 riders use Sunday/holiday fast ferries.
- Route 80, 90 and 91 rapid buses originating in the North Bay I-80 corridor carry about 2,600 weekday passengers on the HOV lane. About 1,000 passengers are carried on a typical Saturday. There is currently no Sunday/holiday service.
- Express bus services operating within the North Bay and along I-680 and I-780 lane operated by Vallejo Transit, Fairfield/Suisun Transit, and “The VINE” (Napa Valley) carry approximately 2,900 daily weekday passengers, about 1,100 on Saturdays, and 250 on Sundays.

Total combined weekday patronage currently averages 8,200 riders: 2,500 on Baylink fast ferries and 200 daily on Baylink supplemental rapid buses, 2,600 on rapid buses using the I-80 HOV lane, and 2,900 on express buses within the North Bay and along I-780 and I-680. Baylink fast ferries and North Bay rapid buses using the HOV lanes carry about 75% of all I-80 transit trips across the Carquinez Straits. Capitol Corridor short distance trains carry the remainder.

Current operating expenses for the existing Vallejo high speed ferry, rapid bus, and express bus system are projected about \$10.5 million during FY 2001. FY 2001 fares are projected to total \$6.5 million, covering 65% of overall operating expenses.

Baylink fast ferry operating costs for FY 2001 is projected to be \$5.5 million, exclusive of supplemental buses. Fast ferry fares are expected to cover 75% of direct operating costs. Combined bus operating costs for the existing level of service are projected to be approximately \$5.0 million with fares covering 50% of overall operating expenses.

The characteristics of each service are described in Tables 1 and 2 at the end of this section. Table 1 summarizes service characteristics by frequency for existing services and proposed service enhancements. Table 2 outlines existing/projected vehicle assignments and existing/projected daily passengers.

Individual services include:

FAST FERRIES

- Vallejo Baylink fast ferries operate 11 weekday roundtrip sailings on the 26 nautical mile route between downtown Vallejo, the San Francisco Ferry Building Pier 1/2, Fisherman’s Wharf Pier 41, and limited summer service to Angel Island State Park. Two 35-knot 301-passenger fast ferryboats, *M/V Intintoli* and *Mare Island*, and one

backup vessel (*M/V Jet Cat Express*.) carry 2,500 passengers per weekday, about 1,500 on Saturdays, and 1,200 on Sundays and holidays.

RAPID BUSES

- Baylink Route 200 rapid buses use the 17-mile I-80 HOV lane to supplement Baylink ferries with six weekday roundtrips (2 morning and 4 afternoon peak) between San Francisco and Vallejo. A Route 200 bus trip also provides late night departures to Vallejo from San Francisco 7 nights per week. Three rapid buses are used on Route 200, serving about 150-180 weekday peak passengers, and 15-30 rides on the late night returns from San Francisco to Vallejo.
- “BartLink” Route 80 rapid buses use the 17-mile I-80 HOV lane between Vallejo and the El Cerrito Del Norte BART station Monday–Saturday. About 55–60 weekday roundtrips are operated. Peak period frequencies vary between 8-15 minutes and every 30 minutes during the midday and evenings. A total of eight (8) rapid buses are used on Route 80, serving about 1,900 weekday passengers, and 800–1,000 Saturday riders. There is currently no Sunday and holiday service on Route 80.
- “BartLink” Route 90-91 rapid buses use the 17-mile I-80 HOV lane between Vacaville, Fairfield/Suisun City and the El Cerrito Del Norte BART station Monday–Friday. There is currently no weekend or holiday service. A total of twenty (20) weekday roundtrips are operated. Peak period frequencies average every 30 minutes from Fairfield, and approximately every 60 minutes from Vacaville. Route 90 operates every 60 minutes between Fairfield and BART. A total of six (6) rapid buses are used on Routes 90-91, serving about 700 weekday passengers.

EXPRESS BUSES

- Vallejo Transit Route 85 express buses operate between Vallejo, Solano College, and Fairfield Monday–Saturday. There is currently no Sunday or holiday service. A total of twenty- (20) weekday and sixteen (16) Saturday roundtrips are operated. Morning peak period frequencies average every 30 minutes between Vallejo, Solano College and Fairfield and every 60 minutes at all other times. A total of four (4) express buses are used on Route 85, serving about 800 weekday and 400 Saturday passengers.
- Vallejo Transit Route 92 provides express feeder bus service during peak commute time’s to/from Vallejo Baylink fast ferries. Route 92 buses operate between Vacaville, Fairfield, and the Vallejo Ferry Terminal on weekdays only. A total of eight (8) weekday roundtrips are provided. Four roundtrips operate during the morning peak and four in the late afternoon/early evening peak period. Two (2) express buses are used, serving about 150 weekday riders.
- Vallejo Baylink “Route 100” express buses operate between the Vallejo Ferry Terminal, downtown Davis, and the Sacramento Amtrak seven days per week. A total of eleven- (11) weekday and nine (9) weekend/holiday roundtrips are operated,

corresponding to Baylink fast ferry arrivals and departures at the Vallejo Ferry Terminal. A total of three (3) express buses are used on Route 100, serving about 130–150 daily passengers.

- “Solano BART Express” (“Route 40”) is operated by Fairfield/Suisun Transit between Vacaville, Fairfield, and the Pleasant Hill BART station Monday–Saturday. A total of nine (9) roundtrips are provided, running about every 60 minutes during the morning every 35-60 minutes, and every 45–60 minutes during the evening peak. A total of four (4) vehicles including spares are used, serving 150 daily passengers.
- “CityLink” (“Route 20”) is operated between Fairfield and Vacaville, Monday–Saturday. Buses run every 60 minutes all day. Two (2) express buses including spares are used on Route 30, serving about 180–200 daily passengers.
- “CityLink” (“Route 30”) is operated between Fairfield, Vacaville, Dixon, and University of California, Davis campus Monday–Friday. A total of four (4) roundtrips are provided, one in the morning peak, two roundtrips midday and one roundtrip in the afternoon peak period. Two (2) express buses including spares are used, carrying about 50-60 daily passengers.
- Benicia Transit operates along I-680 and I-780 between Vallejo, downtown Benicia, Concord’s Sun Valley Mall, and Pleasant Hill BART. Benicia Transit operates every 60 minutes all day between Vallejo and BART, every 20 minutes during the morning and evening peaks from downtown Benicia, and every 120 minutes all day on Saturdays. There is currently no Sunday or holiday service. The seven- (7) bus Benicia Transit fleet serves 500-600 passengers on weekdays and about 150-200 riders on Saturdays.
- “The VINE” express bus service (“Route 10”) is provided by the Napa County Transportation Planning Agency (NCTPA) between the Napa Valley and Vallejo. Route 10 buses operate between Calistoga, St. Helena, Yountville, City of Napa, American Canyon, the Vallejo Ferry Terminal and the main Vallejo Transit transfer point at York & Marin Streets in downtown Vallejo. *The VINE* buses operate seven (7) daily round trips Yountville-Napa, and every 60-90 minutes between Napa and Vallejo, Monday-Saturday. Five round trips are provided on Sundays between Napa and Vallejo only. Six (6) buses serve about 700–800 weekday passengers, 300-400 on Saturdays, and about 50–60 riders on Sundays/holidays.

EXISTING FIXED FACILITIES

Ongoing operation of the Solano/Napa rapid transit bus and ferry network is heavily dependent upon a number of fixed facilities. Key “behind the scenes” facilities include bus maintenance yards in Napa, Vallejo, and Fairfield, and the Baylink ferry maintenance facility on Mare Island. A new ferry dock began operation in Vallejo in late 1998.

A number of park & ride lots in Solano County along I-80 were constructed in the 1990’s. The largest is the 700-vehicle parking area at the Vallejo Ferry Terminal. Other facilities

include a 450-space facility in Curtola & Lemon Streets in Vallejo near the interchange of I-80 and I-780, and a 150-space facility at the Fairfield/Suisun Amtrak station. A 500-space facility is currently under construction at West Texas Street and I-80 in Fairfield, and a 250-space facility opened in 1997 at the I-80/Davis Street in downtown Vacaville. A new park & ride lot also recently opened in Dixon off I-80 near Pitt School Road.

A 200-space facility in North Napa at Highway 29 and Trancas Avenue is currently being designed. The City of Fairfield has completed acquisition and environmental requirements for a Red Top Road park & ride facility to serve Cordelia. A new facility in American Canyon near Highway 29 is also being planned.

The recently completed *Mare Island Access Study* recommends that 1,400 structured parking spaces be constructed for Baylink ferry patrons. Concentrating parking in a garage behind buildings would also facilitate transit-oriented development surrounding the Vallejo Ferry Terminal on the downtown waterfront. Options for expanding the overcrowded Lemon & Curtola facility in Vallejo include a parking structure and/or new park & ride lot at a new location. Vacaville is also considering a new park & ride lot in its northeast area.

Exclusive of park & ride facilities, NCTPA operates the only off-street transfer facility in either Solano or Napa County. All other major transfer points operate on street, including the York & Marin Transit Center in downtown Vallejo, Sereno Transit Center near the Kaiser Hospital and Highway 29, the Solano Mall Transit Center on Gateway Drive in Fairfield, and an on-street facility in downtown Vacaville.

All bus transfer facilities need significant upgrades for safety including off-street locations, improved lighting, security enhancements, and other passenger amenities.

PROPOSED FUNDING ENHANCEMENTS

The capital and transit service expansion program outlined in this report, supported by requested funding increases, would fully implement the recommendations of a long series of reports completed recently and over the last decade.

This report's proposals are consistent with the Metropolitan Transportation Commission's recently released *Bay Area Rapid Bus Plan*; they are also consistent with the Governor's proposed \$5.3 billion transportation plan. This proposal is also consistent with numerous plans and studies developed during the 1990's at the local and regional level. These included the 1991 *Vallejo Ferry Plan*, which proposed a 35-vehicle fleet of high capacity buses feeding the ferry. The 1995 *Solano County Intercity Transit Plan* proposed a similar network of express buses, along with supporting park & ride lots and transit centers. The 1996 MTC *I-80 Corridor Study* reaffirmed the recommendations of previous plans, as did Caltrans proposals for utilizing the I-80 high-occupancy vehicle lane in Contra Costa and Alameda Counties.

Under the proposed expansion program, the total Vallejo Baylink fast ferry fleet would increase from three to four fast ferryboats (the 4th funded in the Governor's proposal), including one spare. The total bus fleet would expand from the current 44-vehicle fleet to 68 vehicles,

including twelve- (12) already-funded expansion for Vallejo and Fairfield, plus the twelve (12) additional vehicles requested in this proposal.

Overall weekday Baylink fast ferry ridership would increase from 2,500 daily to 3,300 daily fast ferry riders, with proportionate increases on Saturdays, Sundays and holidays. Combined rapid bus and express bus ridership on weekdays is projected to increase to about 8,000 to 8,700 passengers, including supplemental Route 200 rapid buses using the I-80 HOV lane.

Operating Funds. \$4.0 million in additional operating funds are needed to implement a comprehensive program of rapid bus and Vallejo Baylink ferry expansion, as follows:

- Allocate \$1.0 million per year to expand Vallejo Baylink fast ferry service using the 3rd ferryboat, from 11 to 16/17 roundtrips per day between Vallejo and San Francisco.
- Allocate \$3.0 million per year to support expansion of rapid bus service along the I-80 HOV lane, as well as supporting express bus. This would maximize transfer opportunities between buses, Baylink ferries, Sacramento light rail, and BART.

Capital Funding. \$25 million in capital funding is needed to fund rolling stock and park & ride facilities, as follows:

- Allocate \$5 million to purchase twelve (12) “over the road” buses, to substantially enhance rapid and express bus services provided by the existing/funded 56-bus fleet.
- Allocate \$20 million for new transfer and park & ride facilities along I-80 and in the Route 29/Napa Valley corridor, to expand transfer opportunities between fast ferries, rapid buses, express buses and local bus services. \$10 million is proposed for expansion of facilities at the Vallejo Ferry Terminal, the largest and busiest park & ride and intermodal facility in the North Bay. to Expanded or new facilities would be also constructed in East Vallejo, Fairfield, Vacaville, American Canyon and Napa.

TRANSIT SERVICE EXPANSION PROPOSALS

FAST FERRIES

Vallejo Baylink (utilizing the funded 3rd fast ferryboat):

- Increase weekday fast ferry service to every *60 minutes all day* (e.g. increased from 11 to 16/17 roundtrip sailings)
- Expand weekend fast ferries to every 60 minutes summer; semi-hourly winter
- Additional Vallejo-San Francisco rapid buses (“Route 200”) using I-80 HOV lane

RAPID BUSES

Route 80 BartLink – Vallejo-BART

- Additional weekday peak period buses to relieve overcrowding
- All-day 15-minute frequencies Monday-Saturday
- Add Sunday service every 30 minutes, 60 minutes evenings

Route 90-/91 BartLink – Vacaville/Fairfield/Suisun-BART

- 15-minute peak period frequencies, every 30 minutes from Vacaville
- Add weekend service at 120-minute frequencies

EXPRESS BUSES

Vallejo Transit Route 85 – Vallejo-Solano College-Fairfield

- Add Sunday service every 60 minutes
- Add stops at Cordelia Park & Ride Lot when constructed

Vallejo Transit Route 92 – Vacaville/Fairfield – Vallejo Ferry Terminal

- Additional peak period trips to serve expanded ferry schedule
- Add stops at Cordelia Park & Ride Lot when constructed
- Extend 3-5 peak period trips to downtown Sacramento providing peak period commute services from Vallejo, Fairfield, and Vacaville
- Add Dixon stops at Pitt School Road Park & Ride Lot

Vallejo Baylink Route 100 Express Buses – Vallejo Ferry Terminal-Davis/Sacramento

- Expand to 60-minute all day service; extend through to BART via I-80 HOV lane
- Add Vacaville midday, evening and weekend stops to supplement Routes 91 and 92.
- Add late night drop-offs in Fairfield to “backup” Routes 90, 91 and 92

Solano BART Express – Vacaville/Fairfield-Pleasant Hill BART

- Increase from 4 to 6 roundtrips during each peak period
- Extend service to downtown Walnut Creek and BART station

CityLink (“Route 20”) – Fairfield-Vacaville

- Increase to 30-minute frequencies during peak periods
- Add limited Sunday service every 60 minutes

CityLink (“Route 30”) – Fairfield-Vacaville-Dixon-UC Davis

- Increase to 60-minute frequencies during peak periods
- Increase midday frequencies to every 120 minutes
- Add limited Saturday service every 120 minutes

Benicia Transit – Vallejo/Benicia-Pleasant Hill BART/Walnut Creek

- Implement limited stop peak period express service from Vallejo Ferry Terminal and downtown Benicia to BART and downtown Walnut Creek every 30 minutes
- Increase Saturday frequencies to every 60 minutes
- Add limited Sunday service every 60 minutes

The VINE (Napa County) – Utilizing 2 new 57-passenger coaches (Napa County share)

- Add weekday peak period Rapid Bus – Napa-Ferry Terminal every 60 minutes
- Add midday/weekend Baylink fast ferry connections to Napa Valley

Table 1. Expanded Ferry & Rapid Bus Service - Span of Service/Frequency

System	Route	Existing			Proposed		
		Peak	Midday	Sat #	Peak	Midday	Sat #
<i><u>FAST FERRIES</u></i>							
Vallejo Baylink	Vallejo-San Francisco (ferries)	30/60	90/120	90/120	30/60	60	60
	Route 200 (Supplemental buses)	60/90	*1 trip	*1 trip	60	--	*1 trip
<i><u>RAPID BUSES (via HOV)</u></i>							
Vallejo Transit	80 - BartLink Vallejo-El Cerrito	8-15	30	15/30	5-10	15	15/30
	90 - BartLink Fairfield-El Cerrito	30	60	--	15	60	120
	91 - BartLink Vacaville-BART	60	--	--	30	--	--
<i><u>EXPRESS BUSES</u></i>							
Vallejo Transit	85 - Vallejo-Fairfield via SCC	30/60	60	60	30	60	@60
	92 - Ferry Term-Fairfield/Vacaville	60	--	--	60	--	--
Vallejo Baylink	100 - Vallejo-Davis-Sacramento	90	90/120	*9 trips	60	60	60
Solano BART Express	40 - Vacaville-Fairfield-BART	35/60	--	--	40	--	--
Fairfield/Suisun Transit	20 - CityLink Vacaville-Fairfield	60	60	60	30	60	60
	30 - CityLink Davis/Dixon	*1 trip	*2 trips	--	60	120	120
Benicia Transit	n.a. Vallejo/Benicia- BART	20/60	60	120	20	60	@60
	Vall/Ben-Walnut Creek Express	--	--	--	30	--	--
The VINE (Napa County)	10 - Calistoga-Napa &	*2 trips	*3 trips	*6 trips	60	60	60
	10 - Napa-Vallejo	60	60-90	60-90	30	60	60
	Ferry Term - Napa Valley	--	--	--	60?	60/90?	60/90

* "Trips" indicate number of departures operated during each indicated period. For Route 200, late evening trip leaving San Francisco for Vallejo at 10:30 p.m. All other service frequencies are shown in minutes.

Limited Sunday/major holiday service is also operated. Baylink ferries operate 8 roundtrips, Baylink Route 100 operates nine roundtrips, and The VINE operates five roundtrips from Napa to the Vallejo Ferry Terminal only.

@ Proposed every 60 minutes on Sundays and holidays.

& Seven daily "The VINE" weekday trips operated north of Napa; FY 2001 budget includes funds for service every 60 minutes in that area on weekdays beginning July 1, 2000.

Table 2. Expanded Ferry & Rapid Bus Service Vehicle Assignments/Patronage

System	Route	Existing		Proposed	
		Vehicles	Riders	Vehicles	Riders
<i><u>FAST FERRIES</u></i>					
Vallejo Baylink fast ferries	Vallejo-San Francisco	3*	2,500	4	3,300
SUBTOTAL, Fast Ferries		3	2,500	4	3,300
<i><u>RAPID BUSES (via HOV)</u></i>					
Vallejo Baylink	“Route 200” (Supplemental buses) **		200	6	600
Vallejo Transit	80 - BartLink Vallejo-El Cerrito	8	1,900	10	2,600
	90 - BartLink Fairfield-El Cerrito	4	500	8	800
	91 - BartLink Vacaville-BART	2	200	3	350
SUBTOTAL, Rapid Buses		14	2,800	27	4,200
<i><u>EXPRESS BUSES</u></i>					
Vallejo Transit	85 - Vallejo-Fairfield via SCC	4	800	5	900
	92 - Ferry Term-Fairfield/Vacaville	2	150	4	400
Vallejo Baylink	100 - Vallejo-Davis-Sacramento	3	150	5	300
Solano BART Express	40 - Vacaville-Fairfield-BART	4	150	5	300
Fairfield/Suisun Transit “Citylink”	20 - Vacaville-Fairfield	2	200	3	300
	30 - Davis/Dixon	1	60	2	200
Benicia Transit	n.a. Vallejo/Benicia-BART	7	600	7	600
	?? Vallejo/Benicia-BART Expr	--	--	3	300
The VINE (Napa County)	10 - Calistoga-Vallejo	6	800	8	1,200
Subtotal, Express Buses		30	2,900	41	4,500
GRAND TOTAL, All Services		44	8,200	***68	12,000

* Includes one backup fast ferryboat ** These buses are shared with Vallejo Transit BartLink

*** Includes 12 expansion buses already funded plus 12 vehicles requested by this Proposal.

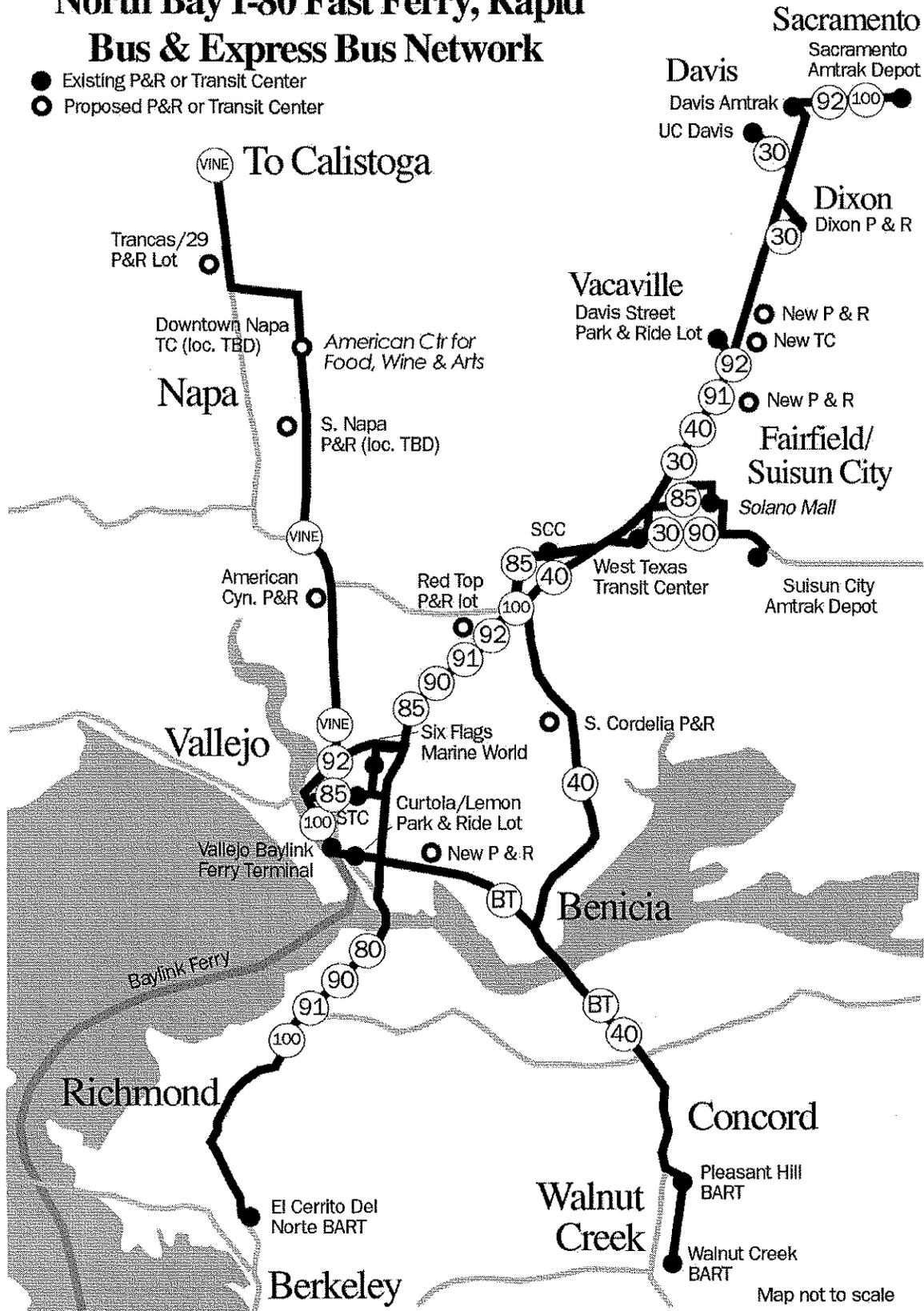
Fairfield/Suisun Transit Routes 20 and 40 are operated and funded through cooperative agreements between the Cities of Fairfield, Suisun, Vacaville, and the County of Solano. Route 30 is administered by STA, operated under contract by Yolobus, and funded through a cooperative agreement between the Cities of Fairfield, Suisun, Vacaville, and the Yolo/Solano Air Pollution Control District.

Vallejo Transit operates routes 85, 90, 91, and 92 through cooperative funding agreements between the Cities of Vacaville, Fairfield, Suisun City, Vacaville, and the County of Solano,

“The VINE” Route 10 (Calistoga-Vallejo) is operated by NCTPA through a cooperative funding agreement between the Cities of American Canyon, Napa, St. Helena, Calistoga, the Town of Yountville, and the County of Napa.

North Bay I-80 Fast Ferry, Rapid Bus & Express Bus Network

- Existing P&R or Transit Center
- Proposed P&R or Transit Center





DATE: June 7, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: SCI Transition to STA

Background:

HISTORY OF SCI

SCI was formed in 1979 as one of several rideshare programs organized in response to the energy crisis. At that time, the program was funded by Caltrans District X. Solano's service was contracted back to Solano County. The new rideshare agencies primary role was to offer free carpool and vanpool services and the marketing of these services. For five years in the mid 1980s, Solano County contracted with RIDES from Bay Area Commuters to administer Solano's rideshare program.

By 1992, the funding for ridesharing and SCI's focus had diversified. Air quality and trip reduction had become more important issues. The focus shifted to reaching commuters through large employers, particularly along the I-80 and I-680 corridors. In addition to Solano's emphasis on vanpooling and carpooling, SCI began working closely with Solano's transit agencies by offering transit trip planning services.

In 1995, Caltrans transferred the administration and funding of rideshare services to regional agencies. MTC became the funding agency for SCI's program. At the same time, Solano County was transferred from Caltrans District X to District IV. SCI has partnered with RIDES to implement MTC's rideshare program for the Bay Area. In 1998, MTC requested SCI provide rideshare services for Napa County as well as Solano County. SCI has been serving both counties for the past two years.

The funding for the SCI comes primarily from two sources, MTC regional rideshare funds (80%) and TFCA funds provided through STA (20%). SCI has been providing rideshare services under the current five-year contract for Solano and Napa counties. The funding for the fifth year of this five-year contract expires on August 2000. The remaining seven counties in the Bay Area are served by a non-profit agency called "RIDES."

SCI currently has five full time staff consisting of a program Manager, two outreach coordinators, and two commute consultants. The complete cost of the program is covered by the two sources of funding. The total budget for 1999/2000 is \$432,000. The projected average budget for 2000/01 - 2004/05 utilizing the two existing fund sources will be \$425,000. In fiscal year 2000/01, an additional \$125,000 in TFCA funding has been requested to expand efforts for transit marketing, develop a guaranteed trip program for vanpoolers and transit riders, and to increase the number of vanpools countywide.

Consultant position. The Program Manager position has also been under compensated without a salary range adjustment (except COLAs) in eight years. In addition, staff is recommending the title of Program Manager be changed to Program Director to more accurately reflect the task of the position. As part of the transition, staff is recommending the salary ranges for the Program Manager/Director and Outreach Coordinator positions be adjusted (see attached matrix) and the 3% cost of living adjustment provided to STA employees as part of the 2000-01 FY budget be provided to SCI's employees. These salary adjustments would be covered by SCI's proposed budget.

Based on discussions with Vacaville Personnel and STA legal counsel, the Commute Consultant and Outreach Coordinator positions should appropriately be designated as at will/non-exempt. This will make them eligible for overtime pay. A modest amount of funding has been allocated for overtime pay if the need arises. Authorization for overtime pay will require approval by the Program Manager or Executive Director. The Program Director position would be classified as at-will/exempt. This designation is similar to the STA's other five full time positions.

Four of SCI's five employees have opted to transfer with the program to the STA. One employee has selected to remain with Solano County in a new department. Of the four employees scheduled to transfer, one of the Outreach Coordinators (Janice Sells) has been selected to fill the STA's vacant Program Manager/Analyst position. Subsequent to the STA Board approving the transition of SCI, a recruitment to fill vacancies for one Outreach Coordinator and one Commute Consultant would be initiated.

Located directly adjacent to the STA's office is a vacant office suite that would accommodate the SCI's staff and equipment and provide direct access to the STA's current offices. The additional cost to lease this office space is included in the SCI's program budget.

The Solano County Board of Supervisors is scheduled to take final action on the transition on June 13, 2000.

Fiscal Impact:

There will be no fiscal impact on the STA's current budget. The fiscal impact of the SCI program will be covered by regional rideshare and TFCA funding. This is consistent with the policy direction provided by the STA Board on November 10, 1999.

Recommendation

1. Approve transition of SCI from Solano County to the STA and authorize Executive Director to sign contract with MTC and RIDES for Regional Rideshare funding.
2. Approve SCI's program's budget for 2000/01 as part of STA's 2000/01 budget.
3. Approve SCI's Work Program for 2000/01.

APPENDIX A

Scope of Work for the Regional Rideshare Program

A. Program Management and Evaluation

Program management concerns the day-to-day functions of running a rideshare business, including the administrative, budget, management, work planning and performance evaluation functions necessary to operate an effective and efficient program.

The Contractor will:

1. Develop in consultation with MTC a Quality Control and Monitoring Process to gauge the effectiveness of the information and assistance services, ridematching services, carpool/vanpool support services and other products and services offered through the program. Upon MTC approval, this process should produce and analyze qualitative as well as quantitative information, and must satisfy the information requirements of the Regional Rideshare Program's funding sources (e.g. Bay Area Air Quality Management District, Bay Area Congestions Management Agencies, etc.). The proposer should identify specific performance measures that will be monitored. Measures to track the size and matching potential of the ridematching database must be included. A quarterly report tracking the results of the Quality Control and Monitoring Process should be produced and shared with MTC. The report should convey the relative reward compared to effort of developing or implementing specific products and services. An outline of the proposed evaluation methods, process and reporting for the program functions must be included and explained in this RFP.

Deliverable A.1.1 Quality Control and Monitoring Process

Deliverable A.1.2 Quarterly Quality Control and Monitoring Report

2. Submit monthly fiscal and progress reports specific to the tasks detailed in the Regional Rideshare Program contract no more than 21 calendar days after the close of each month. Meet monthly with MTC's project manager to review progress toward implementing the work scope and to review. Submit a quarterly progress report on implementation of the workscope no later than 30 calendar days after the close of each quarter of the fiscal year, which includes, but is not limited to a description of the activities completed, meetings attended and materials produced during the preceding quarter.

Deliverable A.2.1 Monthly Fiscal and Progress Update

Deliverable A.2.2 Quarterly TFCA Fiscal and Progress Report

Deliverable A.2.3 Monthly Project Manager Meeting

3. Coordinate and communicate relevant work activities with partner agencies and organizations (such as transit agencies, congestion management agencies and the Bay Area Air Quality Management District), other local rideshare programs, Bay Area employers and other MTC customer service programs (in addition to coordinating on marketing activities) to ensure the dissemination of accurate program service information and to minimize duplication of effort in the region.
4. Participate in an independent, comprehensive performance audit and implement the recommended changes.

B. Information and Assistance Services

Information and assistance services cover the products and services that the program delivers to the general public and employers. As a collector and disseminator of transportation information, the Regional Rideshare Contractor fills a unique need in the nine-county Bay Area, and should seek to expand this role through creative development and partnering opportunities.

The Contractor will:

1. Facilitate the formation of carpools and vanpools through an automated ridesharing system and provide support services to aid the formation and maintenance of vanpools (e.g. driver registration, driver motor vehicle record checks, bridge toll ticket distribution, vanpool parking arrangements, etc.). Conduct outreach efforts to locate potential drivers and riders. Develop and manage vanpool/subscription bus pilot programs.
2. Maintain a comprehensive database of transportation information and provide information or referrals about various public and private transportation services, transportation alternatives, and other programs, including enhanced levels of information service during emergencies (e.g. natural disaster, major transit strike, etc.). The type of information that will be provided directly versus by referral should be specified. Information may be provided via telephone, website, publications, fax, referral or other means. The information is to be conveyed in a manner that is consistent with the standards detailed in MTC's Regional Transportation Marketing Program (RTMP). Information and/or referral services should be provided for, but not be limited to, the following:
 - a). public transit and paratransit services (including transit tickets);
 - b). private transit service (shuttles and airport ground transportation services);
 - c). Commuter Check program;
 - d). bicycle and pedestrian programs, services and facilities;
 - e). telecommuting programs and services;
 - f). park & ride lots and high occupancy vehicle (HOV) lanes in the region;
 - g). clean fuel regulations/vehicles;
 - h). Spare-the-Air information program;
 - i). Special events and destinations identified in the RTMP; and
 - j). CalWORKS initiatives.

3. Develop and maintain a comprehensive electronic database of transportation information that will serve as an important data source for the TravInfo™ Regional Telephone System. Develop and implement on a regular schedule a plan to assure the accuracy, completeness and timeliness of all information in the electronic database. The information that must be provided includes: carpool, vanpool, bicycle, park and ride lots, Commuter Check, event trip planning, Spare-the-Air, transit trip planning and airport ground transportation information. Coordinate the collection and dissemination of this information to support the TravInfo™ system and other potential data-sharing arrangements. Work with TravInfo™ staff and the TravInfo™ Contractor to improve the information available through 817-1717 and to assure the quality of that information based on an established review process.

Deliverable B.3.1 Electronic Database

Deliverable B.3.2 Electronic Database Information Maintenance Plan

Deliverable B.3.3 TravInfo™ Information Review Process

4. Provide and maintain regional telephone services (with TTY capabilities) through the TravInfo™ telephone numbers with voice menu and trunk-to-trunk transfer capabilities which the public can use to access live and recorded information about transportation alternatives to driving alone and other information related to using public and private transportation. The Ridesharing Contractor's customer service staff shall personally provide the information during business hours. During non-business hours, the Ridesharing Contractor shall provide the most relevant information in a pre-recorded format directly on the TravInfo™ system, or through a branch of the TravInfo™ system based within the ridesharing Contractor's own voice menu system. The Rideshare Contractor shall coordinate with the TravInfo™ Contractor on the final design of the TravInfo™ telephone number menu and on the information to be provided in both a live and pre-recorded format.

Deliverable B.4.1 TravInfo™ Voice Menu Schematic

Deliverable B.4.2 TravInfo™ Live and Pre-recorded Information Plan

5. Develop, implement and maintain telephone information assistance programs for travelers to major Bay Area airports and other major event locations and regional destinations. Work with MTC, the airports and event sponsors to develop funding arrangements for the services.

Deliverable B.5.1 Airport/Event Assistance Proposals

6. Maintain and enhance regional transportation information displays at key multi-modal transit stations and special event locations. Regional Transit Information Centers (RTIC) and Electronic Schedule Display Systems (ESDS) provide transit users with printed and electronic schedule, route, fare and connection information. This task includes responsibility for updating printed and electronic information consistent with standards to

be provided by MTC, maintaining computer equipment in good working order and reporting on work performed.

Deliverable B.6.1 Quarterly RTIC/ESDS Report

7. Provide an information and referral service to assist organizations to implement local ridesharing and other TDM activities and programs.

Deliverable B.7.1 Information and Referral Service Plan

8. Develop and implement a promotional and educational effort for selected HOV lanes, including printed materials detailing the network of Bay Area HOV lanes, the location of casual carpool stations and the location of park and ride facilities, consistent with the standards to be developed under the RTMP.

Deliverable B.8.1 HOV Lane Marketing and Outreach Plan

9. Assist MTC in the planning and implementation of Bay Area CalWORKS programs, which may involve extensive coordination with social service agencies, transportation providers, caseworkers, and employees; the development of reference materials about transportation options for CalWORKS clients; and the provision of special information services for CalWORKS clients.

Deliverable B.9.1 Quarterly CalWORKS Report

Deliverable B.9.2 CalWORKS County Transportation Guide Updates

10. Promote and monitor MTC's Commuter Check Program. In addition to providing oral and printed information regarding the Commuter Check program, the proposer must 1) maintain a database of names and addresses of employees who request information regarding the program and employers who receive program services, 2) actively inform and encourage employers to purchase and/or repurchase program vouchers, 3) inform and encourage vanpool drivers to participate in the Commuter Check program and 4) monitor program use. The proposer should also detail how information about 1) where to redeem Commuter Checks, and 2) which transit agency's tickets are available for purchase at specific Commuter Check redemption sites, will be collected and disseminated to the public.

Deliverable B.10.1 Quarterly Commuter Check Program Report

C. Marketing and Outreach

Marketing and outreach is critical for the Regional Rideshare Program. The program must heighten awareness of its mission in order to generate demand for ridesharing services. The general public and employers need to be educated and effectively reminded about the benefits of

public transit, carpooling, vanpooling, bicycling, walking and telecommuting. Marketing and outreach efforts need to be strategically tailored to get the biggest "bang for the buck".

The Contractor will:

1. Participate in the on-going development and implementation of the Regional Transportation Marketing Plan (RTMP) for all MTC customer service projects, which will include the adoption of consistent standards for all printed, published and electronic media concerning the Regional Rideshare Program relative to the RTMP.
2. Develop a marketing and outreach plan for the products and services offered by the Regional Rideshare Program that is consistent with the recommendations of the RTMP. The plan should identify the preferred marketing materials and outreach strategies for each of the program's products and services. The plan should also address review of marketing materials and outreach efforts by MTC's project manager for content control. The plan is to be approved by MTC prior to implementation. Consider print, electronic, media and in-person strategies for sharing information, taking into consideration the need for accessible and multilingual materials.

Deliverable C.2.1 Marketing Materials and Dissemination Plan

3. Coordinate, design, produce, print and disseminate targeted marketing materials (flyers, pamphlets, publications, maps, e-mails, etc.) according to the marketing and outreach plan. Follow the appropriate materials review processes as established in the marketing and outreach plan.
4. Organize and/or participate in educational presentations, promotions, special events and campaigns to increase awareness and usage of alternatives to driving alone. Proposers should specify in their response to this RFP a proposed plan for participating in and/or organizing presentations, promotions, special events and campaigns. Before adoption, this plan shall be approved by MTC.

Deliverable C.4.1 Strategic Outreach Plan

5. Conduct marketing and outreach at employer-based and special events to represent, promote and distribute materials on behalf of the TravInfo™ Regional Telephone Number in concert with efforts to promote the Regional Rideshare Program. Coordinate with the TravInfo™ Contractor to assure that the most accurate and up-to-date information about TravInfo™ and its identity is presented to the public.
6. Provide public information and media relations to cultivate a positive image of public transit, carpooling, vanpooling, bicycling, walking and telecommuting consistent with the standards detailed in the RTMP.
7. Provide on-going communications with regional partner transportation agencies to inform them of program activities, and participate in technical committees, working groups and

associations to discuss, develop and promote transportation alternatives to driving alone. Coordinate with regional rideshare partners to ensure the provision of consistent product and service information and to eliminate duplication of effort related to promoting the program.

8. Work with large Bay Area employers to gain direct access to employees via e-mail to advertise the program's products and services.
9. In consultation with MTC staff, develop and conduct focus groups and surveys to targeted groups of individuals, employers and others to 1) determine commute patterns and travel behaviors 2) assess the effectiveness of rideshare program activities and services (e.g. marketing efforts), and 3) explore related transportation issues of interest to MTC.

Deliverable C.9.1 Focus Groups (as appropriate)

Deliverable C.9.2 Surveys (as appropriate)

Deliverable C.9.3 Evaluation of Focus Group and Survey Results (as appropriate)

D. Information Technology

Information technology relates to the use of technology to further the program's goals of reducing congestion on Bay Area freeways and improving air quality by empowering consumers to make informed transportation choices. Several directions for the Regional Rideshare Program have been identified with respect to information technology, but proposers are invited to suggest alternative or additional ideas about how to make better use of technology to efficiently and cost effectively collect, maintain and disseminate information.

The Contractor will:

1. Provide customized transit trip planning services using the TranStar™ Transit Trip Planning System provided by MTC, and integrate this service with the existing ridematching service.
2. Facilitate receipt of and input individual information (e.g. name, home and work addresses, work hours, rideshare/commuter alternative needs, etc.) via telephone, written material or other means (such as internet) into an electronic database.
3. Maintain and operate an electronic database of individual transportation information. The database should 1) be updated on a regular basis to ensure that the information is complete, current and accurate, 2) include information for commuters in the nine-county Bay Area, as well as adjacent counties, and 3) provide the ability for outside agencies and/or employers to directly access and utilize the database. Maintaining and ensuring commuter, employer and individual confidentiality in the operation and use of the database information is very important. Therefore, the Contractor will be prohibited from using, or allowing others to use, database information for any other purpose than to support ridesharing services. The Contractor will be required to submit a plan for ensuring adherence to this requirement.

Deliverable D.3.1 Confidentiality Policy Plan

4. Provide an automated system to produce "matchlists" to help commuters identify potential carpool and vanpool partners. The system should have the ability to 1) produce matchlists based on proximity of origin and destination and time of travel, 2) produce a matchlist based on an inquiry in an average of approximately three minutes, and 3) provide clients with matchlist information by mail, telephone and other means.
5. Provide follow-up services, if necessary and within reason, including contacting the commuter receiving matchlists to 1) ensure that the matchlists were received, understood and useful, 2) to determine if the client needs additional information, and 3) to receive commuter comments and suggestions.
6. Provide computer back-up and recovery services. Should the principal computer be off-line for more than 24 continuous hours, due to any power failure or disaster of any kind, a back-up system must be available and activated to provide the services of this activity.

Deliverable D.6.1 System Contingency Plan

7. Provide training and support for other rideshare programs and employers to access and use the database and matchlist system.
8. Provide automated ridesharing services for carpool, vanpool, transit and bicycle users. Support and participate in the process to improve the functionality of the ridematching services provided, which is expected to include implementation of a new GIS-based ridematching system, integration of the ridematching system with MTC's TranStar™ transit trip planning system and development of real-time ridematching capabilities via the internet. In-house expertise in GIS-based applications should be part of the successful proposal.
9. Provide program information and ridematching services on the Internet. The rideshare program website will be subject to conformance with the content, design, support and maintenance standards specified in the RTMP for all MTC-sponsored websites. Contractor will be required to submit a plan for developing and maintaining the rideshare website consistent with the RTMP.

Deliverable D.9.1 Website Development and Maintenance Plan

Deliverable D.9.2 Operational Website



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Transit Consultant Contract for the Solano County Comprehensive Transportation Plan

Background:

As part of the 2000/01 STA Budget, the STA approved a \$90,000 budget for the transit consultant for the Solano County Comprehensive Transportation Plan. On May 4, 2000 a Request for Proposals was released for these consulting services.

Discussion:

Interviews with two firms, Wilbur Smith and Associates and Myers, Mohaddes Associates, Inc. were held on June 5. An interview panel consisting of a member from the SolanoLinks Transit Consortium, Vanessa Klaiber-Guerrero, City of Dixon, and John Harris and Dan Christians of the STA staff interviewed the consultants and recommend that Wilbur Smith Associates be selected. Their team has substantial experience in rail, ferry, and transit planning.

The consultant will be responsible for working directly with the STA Transit Subcommittee and SolanoLinks Transit Consortium. The Scope of Work will include various tasks to determine future demand and proposed services for various rail, ferry and intercity bus services and to develop cost estimates for these services.

Fiscal Impact:

The 2000/01 STA budget includes \$90,000 of State Transit Assistance funds to conduct this Transit Element of the Solano County Comprehensive Transportation Plan

Recommendation:

Authorize the Executive Director to enter into a contract for \$90,000 with Wilbur Smith Associates to prepare the Transit Element of the Solano County Comprehensive Transportation Plan.



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Approve Request to Purchase Route 30 Bus

Background:

Since October 1997, the STA contracted with the Yolo County Transportation District (YCTD) to operate service for Citylink Route 30 with CNG powered vehicles. This contract expires on June 30, 2000 and the YCTD is not interested in renewing its contract. The Yolo Solano Air Quality Management District (YSAQMD) funds about 90% of the current service. YSAQMD funding for this service is predicated on the use of alternatively fueled vehicles. Therefore, STA staff is in the process of pursuing a "piggyback" order of a CNG powered coach through another transit operator. It is expected that this will occur within the calendar year. (The YSAQMD will allow the operation of diesel powered coaches by the new operator, Fairfield/Suisun Transit, until the CNG coach is procured).

In 1999, \$200,000 thousand was set-aside by the STA with STAF (state transit assistance funds) to purchase a CNG coach. It is estimated that another \$175,000 is needed to complete the purchase of one CNG coach. This request was reviewed and recommended for approved by the SolanoLinks Consortium and the STA TAC.

Fiscal Impact:

The uncommitted STAF fund balance for Solano County is approximately \$200,000 according to MTC's most recent projection. This request completes the use of this fund source until next year's allocation.

Recommendation:

Authorize the submission of a revised claim to the MTC in order to allocate \$175,000 of STAF funding to complete the purchase of a CNG coach for the Citylink Route 30.



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Amendment to the Jones and Stokes, Inc. Contract to Provide Additional Environmental Services for the Jepson Parkway Project

Background:

On May 1, 1999, the STA entered into an agreement with Jones and Stokes, Inc. to prepare the Environmental Impact Statement/Report for the Jepson Parkway Project. The original contract amount was \$323,218 for the basic EIS/R document with no optional tasks included. Since then, the contract has been amended twice for additional tasks including \$22,500 for fairy-shrimp surveys (Amendment #1) and \$6,300 for special status plant and wildlife species surveys (Amendment #2) for a total amended contract of \$352,018. For the past year, the consultant has been working closely with the Jepson Parkway Working Group, meeting with U.S. Fish and Wildlife and Caltrans and conducting the various preliminary analyses leading up to the initiation of the full EIS/R. The total EIS/R process is expected to take about 18-24 months.

Discussion:

As discussed at a recent Jepson Parkway Working Group meetings, it was the consensus to undertake a comprehensive Section 404 process to better address and integrate various federal agency comments and requirements for the EIS (i.e. EPA, U.S. Fish and Wildlife and Corp of Engineers). Also, based on recent input from U.S. Fish and Wildlife and Caltrans, additional and more comprehensive biological resource surveys, related permits and meetings will be necessary to implement this integrated process and keep the overall Jepson Parkway Project and each of the future segments on schedule. These additional services will cost \$103,538. Some additional optional tasks will probably still be needed to respond to additional federal agency comments based on the outcome of these processes and after the Notice of Preparation, Notice of Intent, scoping meeting are completed later this year. State Transportation Improvement Program (STIP) funds are proposed to pay for these additional services.

Fiscal Impact:

A total of \$217,411 is currently available from STIP funds for this project (minus the proposed (\$9,000 needed for color printing of the Concept Plan – see Agenda Item VI.D in this agenda).

Recommendation:

Approve Amendment #3 to the Jones and Stokes EIS/R contract in the amount of \$103,538 for additional NEPA environmental services including implementation of a Section 404 process, biological resources surveys, and related permits and meetings



DATE: June 7, 2000
TO: STA Board
FROM: Elizabeth Richards, SCI Commute Manager
RE: Park and Ride Study

Discussion:

Several months ago the Consortium, TAC and the STA Board approved a request that \$10,000 of project development funds be earmarked for a Countywide Park and Ride Lot study. This initially came about as a result of overflow commuter parking onto County residential streets near the Curtola Park and Ride lots in Vallejo. The purpose of the study is to better understand the users who are a combination of transit riders as well as casual and organized carpoolers and vanpoolers and to identify short and long-term options to accommodate the high demand for park and rides.

This study will also support the Countywide Transportation Plan development. The study will include up to four additional PNRs: Vacaville Regional Transportation Center (VRTC), Dixon PNR, Suisun/Main St. PNR, and Green Valley PNR.

When this item was initially brought to the Consortium, MTC had indicated the possibility of additional funding being available to study all park and ride lots in the county. Ultimately this funding was not available and therefore only the limited number of park and rides listed above will be studied.

A Request for Proposals was distributed to consultants May 17th. Responses are due June 7. Due to the short timeframe for the commencement of this study, the selected consultant will be announced to the STA Board at the June 14th meeting.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Highway 12 MIS Study

Background:

Caltrans District 4 was successful in obtaining a \$110,000 State Planning and Research (SP&R) grant for a Major Investment Study (MIS) for Highway 12 between I-80 and the Sacramento River. Caltrans District 10 (San Joaquin County) has also obtained a similar \$35,000 SP&R grant for a segment of Highway 12 between I-5 and Highway 99. Caltrans District 10 has asked the Caltrans and the STA to incorporate their planning grant into our study.

Caltrans requested the STA to take the lead in the study. This study will be an interregional corridor study that will address a variety of long term transportation issues to improve travel safety and travel way operations.

Discussion:

On May 5, 2000 the first committee meeting of the Highway 12 MIS was held. About 15 members attended, including STA Board members Marci Coglianese, Mayor Jim Spering and Mayor George Pettygrove. Julian Carroll of Caltrans District 4 updated the committee on the state planning grant and scope of work proposed for the planning study. Katie Yim of Caltrans District 4 also gave a presentation on the approximately \$2 million of State Highway and Protection Program (SHOPP) projects being constructed along Highway 12 during 2000 along with a schedule for a approximately \$28 million of additional SHOPP projects being planned for the corridor. The next committee meeting has been scheduled for July 14.

The Request for Proposals has been circulated to consultants to conduct the planning study with a submittal deadline of June 7 (see attached Scope of Work). Interviews for the new consultant are being planned for June 19, 2000 with a recommendation expected at the STA Board's next meeting of July 12.

Recommendation:

Approve Draft Scope of Work and Planning Process for the Highway 12 MIS Study

Attachment

Draft Scope
Route 12 Major Investment Study

<u>Task</u>	<u>Responsibility</u>
Sound Purpose and Need Statement Element	Planning /Route Project Manager
Basic Goals:	STA Steering Com./Consultant
-Improve transportation network and Goods movement	
-Preserve and protect environment	
-Identify project partners and funding sources	
-Identify set of strategies for system improvements	
-Identify Truck, Bicycle and Transit travel improvements	
-Corridor Characteristics	
Alternative Definition/Selection Process Element	Planning /Route Project Manager
Following principles to be determined	Traffic/Operation / System Planning
-Operation strategies to be considered	Project Development / PSR Unit
-Demand management strategies to be explored	Trucking Assoc. / Bicycle Com.
-A "No-Build" alternative is required	STA Steering Com./Consultant
-Identification of goods movement issues	
-Consideration of alternative mode improvements	
-Evaluation of potential truck scale locations	Traffic Operations/CHP
GIS / Mapping / Graphics Element	Planning-Travel Forecasting Branch
-Aerial Photos	ABAG / STA Steering Com.
-Charts	
-Maps	
Proactive Public Involvement Process Element	Planning/Consultant
General goals:	STA Steering Com.
-Timely public notices	Route Project Manager
-Broad public outreach-Press releases, Local papers/ TV	Public Affairs
-Complete information	
-Responsive	
-Proactive	
-Early and continuing	
-Internet	
Evaluation Methodology Element	Planning/Consultant
Should be defined early in the collaborative process	STA Steering Com.
Develop all data to address purpose, need and support a decision	Route Project Manager
Include measures of	
-Effectiveness	
-Cost-effectiveness	
-Cost/benefit	
-Financial feasibility	
-Environmental considerations	
-Equity	
-Social/community impacts	
Financial Analysis and Planning Element	Planning / Route Project Manager
-Possible funding strategies	MTC/Steering Com.
-Fiscal constraints	
-Regional Transportation Plan Track 1/2	

Draft Scope
Route 12 Major Investment Study

-STIP, SHOPP, Minor A/B, Traffic Safety Grant	
<u>Task</u>	<u>Responsibility</u>
Cost Analysis Element	Planning / Route Project Manager
Cost of right of way	Programing/Consultant
Cost of mitigation measures	Right of Way
Land Use Element	Planning / Steering Com.
Planned and proposed developments	
General Plan considerations	
Zoning and Open Space	
Environmental Analysis Element	Environmental Planning
Basic goals:	Fish and Game/Consultant
Determine appropriate type of environmental analysis	
Necessary Declaration of Findings or No Significant Impact	
Early consideration of environmental factors	
Identification and documentation of known critical issues	
Documentation of relative magnitude of their impacts	
Environmental issues:	
-Air quality	
-Water quality	
-Hydrology	
-Noise	
-Aesthetics and visual impacts	
-Archaeology and historic properties	
-Cultural resources	
-Biology	
-Wetlands	
-Endangered species (Section 7)	
-Agricultural resources	
-Parks and open space (Section 4 (F), 106)	
-Hazardous materials	
-Social/Community impacts	
-Mitigation issues	
-Cumulative and secondary impacts	
-Flood Plain issues	
-Drainage issues	
-Levees issues	
Traffic Analysis Element	Planning-Travel Forecasting Branch
Origin/Destination Study	Route Project Manger / Highway Operations
Determine traffic counts locations	Consultant

STA Highway 12 MIS Subcommittee
Proposed Preliminary Planning Process

<u>Activity</u>	<u>Target Date</u>
First Subcommittee Meeting	May 5, 2000
STA Board Authorizes RFP	May 10, 2000
Consultant interview held	June 19, 2000
Consultant selected and agreement authorized	July 12, 2000
Consultant presents proposed detailed planning schedule	July 14, 2000
Draft Purpose and Needs statement developed and reviewed	July 14, 2000
Final Purpose and Needs statement approved	Sept. 1, 2000
GIs mapping of existing conditions prepared	Sept. 1, 2000
Draft Alternative Selection Element prepared	Nov. 3, 2000
Public Involvement Element developed	Nov. 3, 2000
Evaluation Methodology Element prepared	Jan. 5, 2001
Operational Analysis of existing traffic conditions prepared	Jan. 5, 2001
Draft Financial Element and Planning Element prepared	March 2, 2001
Preliminary Engineering Element prepared	March 2, 2001
Traffic Operations/Traffic management Element prepared	March 2, 2001
Final Financial Element and Planning Element prepared	May 4, 2001
Draft Report prepared including Evaluation element	May 4, 2001
Final Report prepared including Implementation Program	June 1, 2001



DATE: June 7, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: 2000 Legislative Report

Discussion:

Attached is the latest version of the STA's legislative matrix. The State Legislature has convened a joint budget committee on transportation and most of their focus for the next few weeks will be on the State budget. One new bill has been submitted for the STA Board (SB 1995). A description of SB 1995 (Perata) is attached.

Recommendation:

1. Adopt position of oppose for SB 1995 (Perata)

Attachment

STA LEGISLATIVE REPORT

Legislation: SB 1995 (Perata)
Subject: Transportation: Metropolitan Transportation Commission
Status: Hearing set for Senate Appropriations on 6/6/00.

Background:

This legislation would require the Metropolitan Transportation Commission (MTC) to prepare and adopt by January 1, 2002, a comprehensive congestion reduction plan that sets forth performance goals and objectives, on a transportation corridor basis, to reduce severe traffic congestion. In addition, the MTC would be required to review all transportation projects funded by county sales taxes that are related to reducing congestion on the transportation corridors to determine if these projects are consistent with the comprehensive congestion reduction plan. MTC would be required to give first priority for state and federal matching funds for those transportation projects that are identified as having a high priority.

Solano County does not have a voter approved sales tax measure for transportation. The policy issue raised by SB 1995 is whether MTC in its role as the Bay Area's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) should be required to determine the local project priorities in county sales tax plans approved by voters in that respective county. Any county sales tax program for Solano County would need to be developed by Solano County decision-makers and approved by Solano County voters. Consistent with this premise, project priorities for Solano County should remain with Solano County elected officials. In addition, AB 1648 (Aroner) calls for the Institute for Transportation Studies at the University of California at Berkeley to submit a report to the State Legislature by January 1, 2002 regarding the activities and composition of MTC. If this bill is enacted, it would be premature to pass SB 1995 prior to the completion of the study proposed in AB 1648.

Staff recommends the STA adopt a position of oppose for SB 1995 (Perata).

Recommendation:

SB 1995 (Perata) – Oppose.

SOLANO TRANSPORTATION AUTHORITY
2000 State Legislative Matrix
June 6, 2000

BILL/AUTHOR	SUBJECT	STATUS	POSITION
State Legislation			
AB 872 (Alquist)	Expedites process for obligation and expenditure of regional and local project funds (i.e. STIP)	Chaptered by Sec. Of State. Chapter 572, Statute of 1999.	Support
AB 1612 (Torlakson)	Create neighborhood street improvement account and allocates \$200M from the state general fund to be divided between the street account (\$100M) and the public transit account (\$100M). Of the \$100M allocated to streets, 50% will be provided to cities and 50% to counties.	Read second time and amended in Senate Appropriations and re-referred to committee.	Support
AB 2052 (Aroner)	Creates the Welfare-To-Work Account in the State Transportation Fund and allocates \$20 million from the State General Fund to the State Transportation Fund for the development of transportation projects and services to assist CalWORKS program recipients.	Passed by Assembly and forwarded to Senate. To Senate Rules for assignment.	Support
SB 428 (Perata)	Creates the San Francisco Bay Water Authority and repeals the authority of MTC to adopt a long-range plan for implementing high speed water transit on the San Francisco Bay	Chaptered by Sec. Of State. Chapter 1011, Statute of 1999.	Oppose, unless amended
SB 1427 (Rainey)	Would allow a tax credit to an employer for the cost paid for providing subsidized public transit passes to an employee. The credit would be available beginning in 1/1/00 and end before 1/1/05.	First hearing held in Senate Revenue and Taxation on 5/17/00. Further hearing to be set.	Support
SB1428 (Karnette)	Deletes the sunset date for authority to operate freeway patrol program.	Passed by Senate (40 to 0 vote) on 5/31/00. In Assembly and read first time.	Support

SB 1506 (Chesbro)	Originally proposed to create new Caltrans District for Napa, Solano, and Sonoma Counties. Amended to study Caltrans District 4 based on specific highways and related transportation issues and conditions.	Passed by Senate on Consent Calendar (39 to 0) on 5/24/00. Hearing set for Assembly Transportation on 6/12/00.	Support in amended form.
SCA 3 (Burton)	Transportation Funding: Sales Use Tax. Proposes to add an amendment to the Constitution of the State to impose a statewide sales tax in counties with a transportation plan that has been approved by a majority of voters in that county.	Read for the third time w/amendments. Refused adoption. 9/1/99 (46-29 *requires 2/3 vote)	Support

CURRENT BILL STATUS

MEASURE : S.B. No. 1995
AUTHOR(S) : Perata.
TOPIC : Transportation: Metropolitan Transportation Commission.
HOUSE LOCATION : SEN
+LAST AMENDED DATE : 06/01/2000

TYPE OF BILL :
Active
Non-Urgency
Appropriations
2/3 Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

LAST HIST. ACT. DATE: 06/01/2000
LAST HIST. ACTION : Set for hearing June 6.
COMM. LOCATION : SEN APPROPRIATIONS
HEARING DATE : 06/06/2000

TITLE : An act to add Section 66535 to the Government Code,
relating to transportation, and making an appropriation
therefor.

BILL NUMBER: SB 1995 AMENDED
 BILL TEXT

AMENDED IN SENATE JUNE 1, 2000
 AMENDED IN SENATE APRIL 12, 2000
 AMENDED IN SENATE MARCH 27, 2000

INTRODUCED BY Senator Perata

FEBRUARY 25, 2000

An act to add Section 66535 to the Government Code, relating to transportation *and making an appropriation therefor* .

LEGISLATIVE COUNSEL'S DIGEST

SB 1995, as amended, Perata. Transportation: Metropolitan Transportation Commission.

(1) Existing law requires the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission, not later than January 1, 2002, to prepare and adopt a comprehensive congestion reduction plan that sets forth performance goals and objectives, on a transportation corridor basis, to reduce severe traffic congestion. The commission would be required to review all transportation projects funded with county sales taxes that are substantially related to reducing congestion on the transportation corridors to determine whether those projects are consistent with the plan and to give first priority for state and federal matching funds to those transportation projects that are identified as having a high priority under the plan.

The bill, not later than January 1, 2002, would require the commission and the Department of Transportation, jointly and in cooperation with other owners and operators of transportation facilities located in the area that is within the jurisdiction of the commission, to prepare a plan for the implementation of an integrated transportation system management program, as specified.

The bill, not later than January 1, 2002, would require the commission to establish certain goals and measurable objectives for, and to establish performance measurement criteria to evaluate all transportation modes, projects, and programs in, the regional transportation plan.

The bill would require the commission to contract with the Institute of Transportation Studies at the University of California, Berkeley, to develop options for the specified performance measurement criteria and to subcontract with a qualified consulting firm to conduct, on a recurring 3-year basis, an independent technical analysis of the travel demand models, performance measures, and methodology utilized by the commission in its transportation planning.

~~The bill would create a state mandated local program by imposing additional duties on the commission.~~

~~(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.~~

~~—This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.—~~

These provisions of the bill would become operative only if the commission has notified the Controller, on or before March 1, 2001, that it has elected to perform the duties specified herein.

The bill would appropriate \$1,000,000 from the General Fund to the Controller for allocation to the commission for the purposes of implementing these provisions of the bill, but would require the Controller to make that allocation only if the commission has notified the Controller, on or before March 1, 2001, that it has elected to perform the specified duties. The Controller would be required to transfer the specified funds to the General Fund on June 30, 2001, if he or she has not received the specified notification on or before March 1, 2001.

Vote: ~~majority~~ 2/3 .

Appropriation: ~~no~~ yes . Fiscal

committee: yes. State-mandated local program: ~~yes~~

no .

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66535 is added to the Government Code, to read:

66535. (a) Not later than January 1, 2002, the commission shall prepare and adopt a comprehensive congestion reduction plan that sets forth specific and measurable performance goals and objectives, on a transportation corridor basis, to reduce severe traffic congestion. The plans shall include, but need not be limited to, all of the following:

(1) A baseline measurement of congestion to be used as a standard for measuring congestion reduction on severely congested transportation corridors, as determined by the commission. The baseline may be measured using actual performance monitors as the necessary information and surveillance systems become available.

(2) Congestion reduction performance measurement criteria for the purpose of evaluating and prioritizing all transportation modes, projects, and programs considered for inclusion in the plan.

(3) Provisions for ranking all transportation projects and alternative investments that relate to the plan as to their priority based on the potential of the project for advancing the goals and objectives of the plan.

(4) Establishment of the percentage of funds in the regional transportation plan dedicated to the goals and objectives of the congestion reduction plan.

(b) The commission shall review all transportation projects funded with county sales taxes, imposed after January 1, 2000, that are substantially related to reducing congestion in the corridors identified under subdivision (a) to determine whether those proposed projects are consistent with the plan. The commission shall give first priority for state and federal matching funds to those transportation projects that are identified as having a high priority under the plan.

(c) Not later than January 1, 2002, the commission and the department, jointly and in cooperation with other owners and operators of transportation facilities located in the area that is within the jurisdiction of the commission, shall prepare a plan for the implementation of an integrated transportation system management

program, including, but not limited to , all of the following:

- (1) Integration of any necessary information technology.
- (2) A plan to implement a performance surveillance system.
- (3) A traffic operations strategy, including but not limited to, methods to maximize the efficiency of the high-occupancy vehicle lane system.
- (4) A plan to integrate transportation system management strategies to all transportation modes.
- (5) A functional and institutional plan for development and operation of a transportation management center.
- (6) Specific milestones for implementation and performance measures.

(d) Not later than January 1, 2002, the commission shall establish goals and measurable objectives for the regional transportation plan. The commission shall review the goals adopted in the most recent regional transportation plan and revise them as necessary to ensure that those goals and measurable objectives are consistent with the requirements of the performance measurement system approved by the commission.

(e) Not later than January 1, 2002, the commission shall establish performance measurement criteria to evaluate all transportation modes, projects, and programs ("investments") in the regional transportation plan. The commission shall utilize these performance measurements to evaluate and prioritize alternative transportation investments in order to meet the goals and objectives established in the regional transportation plan.

(f) The commission shall contract with the Institute of Transportation Studies at the University of California , Berkeley, to develop options for the performance measurement criteria required under subdivision (e).

(g) The commission shall contract with the Institute of Transportation Studies at the University of California, Berkeley , to subcontract, on a recurring three-year basis, for an independent technical analysis conducted by a qualified consulting firm of the travel demand models, performance measures, and methodology utilized by the commission in its transportation planning.

~~SEC. 2. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.~~

(h) This section shall become operative only if the commission has notified the Controller, on or before March 1, 2001, that it has elected to perform the duties required under subdivisions (a) to (g), inclusive.

SEC. 2. (a) The amount of one million dollars (\$1,000,000) is hereby appropriated from the General Fund to the Controller for allocation to the Metropolitan Transportation Commission for the purposes of implementing Section 66535 of the Government Code.

(b) The Controller shall make the allocation authorized under this section only if the commission has notified the Controller, on or before March 1, 2001, that it has elected to perform the duties required under subdivisions (a) to (g), inclusive, of Section 66535 of the Government Code.

(c) If the Controller has not received the notification described in subdivision (b) on or before March 1, 2001, the Controller shall

transfer the funds appropriated under subdivision (a) to the General Fund on June 30, 2001.



DATE: June 7, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Jepson Parkway Concept Plan

Discussion:

On June 6, 2000, the Fairfield City Council voted 3 to 2 (Batson, McMillian, and Price voted yes and Lessler and Pettygrove voted against) to postpone action on the Jepson Parkway Concept Plan until July 18, 2000. STA staff provided a presentation on the concept plan and various STA Board Members (Don Erickson, John Silva, Risha Slade and Jim Spring) were in attendance to offer their support for the project. The Fairfield Council's decision to delay their vote appeared to be predicated upon the desire of the three members voting to delay the vote to first complete a joint meeting of the Fairfield City Council/Planning Commission. At this meeting, a discussion of proposed amendments to Fairfield's General Plan is scheduled.

At the meeting on June 6, there was some discussion by the Fairfield City Council, Fairfield staff, and STA staff regarding the impacts Fairfield's decision to delay would have on the STA's ability to successfully initiate and complete the necessary environmental study for the entire project and the potential risk to any of the state and/or federal funding allocated to the Jepson Parkway.

Prior to this meeting, STA staff has been meeting with Federal and State transportation and environmental agencies to develop and refine the process and schedule for the STA and the four agencies involved in the project to collectively enter into a NEPA process. This item was being prepared for STA Board consideration in July, but may have to be delayed until after Fairfield takes action in July.

Staff is currently working with the project's consultants to address the potential fiscal, policy and scheduling issues raised by Fairfield's decision to delay action. A status report on these and related topics will be provided at the Board meeting.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Red Top Slide Subcommittee

Background:

The first Red Top Slide oversight committee was held on Friday May 5, 2000. At the meeting, Caltrans staff provided an update on current slide conditions and the status of SHOPP and Design-Sequencing Pilot Program funding proposals. Caltrans also described a proposed "de-watering" plan using a six-meter drainage shaft drilled to a depth of ninety-three meters with multiple horizontal drains. (STA staff has extra copies of this proposal).

Caltrans staff also described a detailed multi-phase I-80 Red Top Slide Emergency Closure Plan at the meeting. (Copies of this plan are available from the STA).

Subsequent to the May meeting, Caltrans has informed the STA that the SHOPP funding proposal has been approved by the California Transportation Commission. The next regularly scheduled meeting of the Red Top Slide Committee is Friday, August 4, 2000, at 10:00 a.m. in the Solano County Transportation Department conference room. A separate meeting has also been scheduled for Thursday July 6, 2000, by the STA in order to provide a briefing for Solano's federal and state legislative aides.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Cordelia Truck Scales PSR

Background:

The first Project Development Team (PDT) meeting in response to the initiation of a Project Study Report (PSR) for the Cordelia Truck Inspection Facilities was held on Thursday, May 4, 2000, at Caltrans District 4 offices. Attendees included Caltrans District 4 and Headquarters staff and representatives from the California Highway Patrol (CHP), Solano County, Solano Irrigation District, STA, and the cities of Fairfield and Vacaville. The primary purpose of the meeting was to inform principal participants of project status and to obtain the views and concerns of the local interests.

District 4 staff began the meeting by discussing the original Cordelia Truck Inspection Facilities (TIFs) project, which consists of relocating or renovating the east, and westbound TIFs within the I-80 reach between the 680 and Route 12. Caltrans believes that this project is desirable because it would provide an improved configuration for weighing and inspection operations and be sited to improve safety for adjacent mainline highway operations. Local agency representatives, however, expressed strong reservations about maintaining the same general location citing safety and traffic flow concerns, and likely utility and environmental issues. The CHP representative described the important operational advantage of the current general location and stated that an around-the-clock eastbound facility on Route 12 would be necessary if the existing TIFs were moved outside the 680-12 reach. The meeting concluded with concurrence that other alternatives outside of the 680-12 will receive full examination and consideration. The next PDT meeting is scheduled for Thursday, July 13, 2000 at Caltrans District 4 offices.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Transportation Enhancements Program Update

Background:

Each year of TEA-21, the STA has been provided \$250,000 of Transportation Enhancement Activity funds for a total of about \$1.5 million. To date, about 1.2 million has been programmed by the STA and \$312,000 of funds are available for our final cycle.

Discussion:

Eligible projects include pedestrian and bicycle facilities, landscaping and streetscapes, and transit shelters or amenities related to a transit village.

Four applications totaling \$467,000 were submitted for our last cycle of these funds:

City of Dixon	Downtown Streetscape	\$250,000
City of Suisun	Jepson Parkway Landscaping	\$79,000
City of Vallejo	Sereno Bus Transfer Center	\$88,000
County of Solano	Green Valley Corridor Landscaping	\$50,000

Because the application requests exceed the available funding by \$155,000, the TAC recommended that the four sponsors meet to come up with a funding recommendation. In the first cycle, the STA Board Chair appointed a special review committee (with representatives from the TAC, Consortium, and BAC) to make recommendations on the projects. Staff would like to develop some objective review criteria in order to prioritize which projects should be funded. The projects do not need to be programmed until the Board's September meeting. Any input from the Board on the review process for this final cycle of enhancement funding would be appreciated.

Recommendation:

Informational



DATE: June 7, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Freeway Service Patrol Update

Background:

On April 18, 2000 the Dan Donahue, Chair of the STA Board sent letters to MTC and Caltrans requesting the acceleration of the Freeway Service Patrol (FSP) to Solano County. Both agencies recently responded (see attachments).

Discussion:

Because of the STA's request, MTC and Caltrans have agreed to expedite tow service on Interstate 80 on both sides of the Carquinez Bridge starting in July 2000 instead of the originally scheduled start date of July 2001. They are also planning to expand service to I-80 from State Route 29 to Cordelia Junction in July 2001. Caltrans is also exploring the possibility of combining the I-80 and I-680 service into one longer "loop" beat" that would include the I-780 and could potentially begin in July 2001.

Recommendation:

Informational

Attachments

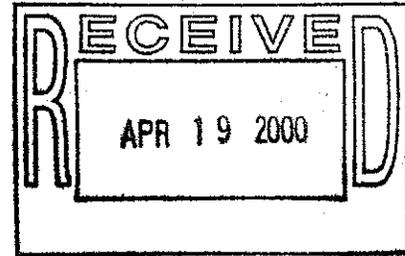


MTC SAFE



METROPOLITAN
TRANSPORTATION
COMMISSION
SERVICE AUTHORITY
FOR FREEWAYS
AND EXPRESSWAYS

May 17, 2000



Mr. Dan Donahue, Chairperson
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

James T. Beall Jr., Chair
Santa Clara County

Sharan J. Brown, Vice Chair
Cities of Contra Costa County

Ralph J. Appezato
Cities of Alameda County

Keith Axzell
U.S. Department of Housing
and Urban Development

Sue Bierman
City and County of San Francisco

Mark DeSautier
Contra Costa County

Dorene M. Giacopini
U.S. Department of Transportation

Mary Griffin
San Mateo County

Mary V. King
Alameda County

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

John McLemore
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Siracusa
San Francisco Bay Conservation
and Development Commission

James P. Spring
Solano County and Cities

Kathryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dahms
Executive Director

Steve Heminger
Deputy Executive Director

Dear Mr. Donahue:

Thank you for your letter, dated April 18, 2000, requesting an accelerated deployment of Freeway Service Patrol (FSP) on Interstate 80 in Solano County. As you are aware, the Bay Area FSP program is a joint partnership among Caltrans, the Metropolitan Transportation Commission/Service Authority for Freeways and Expressways (MTC SAFE), and the California Highway Patrol (CHP). The program's overall goals include reducing congestion, improving air quality, and enhancing safety through rapid clearance of incidents. To accomplish these goals, the FSP program has been focused on the core congestion areas where the demand for FSP service is the greatest.

In order to address the congestion needs of the Bay Area, the FSP Partnership meets monthly to discuss the deployment of FSP service for special events and for the long-term expansion of the program. In relation to Solano County, the following is the current plan that is expected to be implemented, contingent on expected revenue growth:

- In July 2000, FSP service will be provided in Napa and Solano Counties for the "Lake Berryessa Picnic Weekend".
- Although scheduled for July 2001, FSP is expediting tow service to provide special coverage on Interstate 80 on both sides of the Carquinez Bridge starting in July 2000. The service is intended to provide coverage during periods of heavy recreational traffic leaving/entering the Bay Area on Friday evenings and Sunday afternoon/evenings.
- A further expansion of service to cover the portion of Interstate 80 from Route 29 (Sonoma Boulevard) to Cordelia Junction is planned in Solano County for implementation in July 2001. The service will consist of two trucks, providing weekday service during the periods 6:00-9:00 a.m. and 4:00-7:00 p.m., as well as some weekend/holiday service. MTC SAFE will begin the contracting process for this new service in September 2000. Based on our experience, it takes about nine months for the contracting process and for the selected contractor to secure the capital equipment and staffing to initiate new service.

Additionally, the current FSP Expansion Plan identifies the I-680 Solano County beat as a candidate for new service starting in July 2002. Caltrans is exploring the possibility of combining the I-80 & I-680 proposed beats into one longer "loop" beat that would include I-780 and could potentially begin service in July 2001. This issue will be discussed between the FSP Partners at upcoming Technical Advisory Meetings. Factors taken into consideration will include: accident rates, traffic volume, and availability of shoulders, when compared to service needs in the Bay Area.

We appreciate your input and continued support of this program. We will discuss your request and will keep you apprised of any potential changes in the current deployment plan. If you have any questions, please feel free to contact Wes Wells at (510) 817-3220.

Sincerely,



Lawrence D. Dahms
MTC Executive Director

cc: The Honorable State Senator Maurice Johannssen
The Honorable State Senator Betty Karnette
The Honorable State Assembly Member Helen Thomson
The Honorable State Assembly Member Patricia Wiggins
MTC Commissioner James P. Spering
Wes Wells, MTC/SAFE

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608



May 3, 2000

Mr. Dan Donahue, Chairperson
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, Ca 94585

Dear Mr. Donahue:

Thank you for your letter dated April 18, 2000, requesting an accelerated deployment of Freeway Service Patrol (FSP) on Interstate 80 in Solano County. As you are aware, The Bay Area FSP program is a joint partnership among Caltrans, the Metropolitan Transportation Commission/Service Authority for Freeways and Expressways (MTC/SAFE), and the California Highway Patrol (CHP). The program's overall goals include reducing congestion, improving air quality, and enhancing safety through rapid clearance of incidents. To accomplish these goals, the FSP program has been focused on the core congestion areas where the demand for FSP service is the greatest.

Since late 1999, our FSP partnership has considered deploying FSP on Interstates 80 and 680 corridors to assist with congestion relief. In fact, our current FSP expansion plan for the Bay Area identifies as top priority the portion of Interstate 80 from Route 29 (Sonoma Boulevard) to Cordelia Junction, and also includes, with a lower priority, the segment of Interstate 680, north of the Benicia-Martinez Bridge. As contemplated in this plan, the I-80 FSP beat would consist of two trucks, providing weekday service during the periods 6:00-9:00 a.m. and from 4:00-7:00 p.m., as well as some weekend/holiday service. This new service will commence in July 2001. The deployment of this service is contingent upon the release of programwide request for proposals, by MTC/SAFE, for three-year service contracts in September of 2000. The nine-month contract negotiation process includes a three-months period during which the contractor will purchase and outfit trucks once a contract has been awarded. The I-680 beat would comprise of similar service with one or two trucks but budgeted to start in July 2002.

Unfortunately, the required MTC/SAFE's contracting process for the FSP service cannot be expedited at this time due to on-going contracts. However, in response to your request and maximizing service in Solano County, the FSP partnership will consider combining the above-noted two currently anticipated beats in one contract to provide service on Interstates 80, 680, and 780. Contingent upon further review and analysis of congestion/ incident data and other logistic requirements for the area, the combined service can begin in July 2001.

Additionally, we would be implementing interim measures where possible, given our current fiscal and contracting constraints. For example, in relation to service in Solano County, we will be amending an existing contract to deploy FSP service on Interstate 80 on both sides of the Carquinez Bridge on weekends, beginning later this summer. The service is intended to provide coverage during periods of heavy recreational traffic leaving/entering the Bay Area on Friday and Sunday evenings. This service will supplement the bridge tow

May 3, 2000
Mr. Don Donahue
Solano transportation Authority

service currently provided by Caltrans on the Carquinez Bridge itself on a regular basis. Additionally, we have scheduled service in Napa and Solano Counties for the "Lake Berryessa Picnic Weekend" later this summer.

We appreciate your input and continued support of this program. We will discuss your request at our next scheduled technical advisory committee meeting and will keep you apprised of any potential changes in the current deployment plan. Please do not hesitate to contact me at 510-286-5900, or Mr. Jim McCrank, District Division Chief/Operations, at 510-286-6345, should you require further information.

Sincerely,


HARRY Y. YAHATA
District Director

C(w/attach.): The Honorable State Senator Maurice Johannssen
The Honorable State Senator Betty Karnette
The Honorable State Assembly Member Helen Thomson
The honorable State Assembly member Patricia Wiggins
Senate Appropriations Committee
Wes Wells, MTC/SAFE



DATE: June 7, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Project Monitoring Program

Background:

The following is a brief status report of current activities in the project-monitoring program:

*All twenty-seven projects in Solano County's 1998 STIP have been allocated by the required 6/30/00 deadline.

*STA staff is working with the MTC and our local agencies to update the TIP (Transportation Improvement Program) for the first official 2001 listing.

* The next critical project-monitoring deadline is the 9/30/00 deadline for obligation of federal TEA-21 Pre-Cycle projects. One-half of Solano County's RABA local road allocation will be determined by the percentage of dollars successfully obligated for these projects (approximately \$550,000).

Recommendation:

Informational



DATE: June 6, 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
Regional TFCA Program	Andrea Gordon, BAAQMD at 415-749-4940	June 30, 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