



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

**September 13, 2000**  
**STA Board Meeting**  
**Suisun City Hall Council Chambers**  
**701 Civic Center Drive**  
**Suisun City, CA**  
**5:30 p.m. Regular Meeting (Closed Session)**  
**6:00 p.m. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

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

*Time set forth on agenda is an estimate. Items may be heard before or after the times designated.*

**STA Board Members:**

- 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 Spering, City of Suisun City
- John Silva, County of Solano
- Rischa Slade, City of Vacaville

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
<b>I. CALL TO ORDER – CONFIRM QUORUM</b>	Chair Donahue
<b>II. CLOSED SESSION – Pursuant to California Government Code Section 54950 et seq., Personnel Matter: Public Employee Performance Evaluation – Executive Director, Daryl Halls</b>	Vice Chair Coglianese
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05-6:10 p.m.)</b>	
<b>V. EXECUTIVE DIRECTOR’S REPORT (6:10-6:15 p.m.) – Pg 1</b>	Daryl K. Halls
<b>VI. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC</b>	
<b>VII. PRESENTATION ON MARE ISLAND ACCESS STUDY</b> <i>Informational</i> (6:15-6:25 p.m.)	Brent Ogden Korve Engineering
<b>VIII. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion</i> <i>(Note: Items under consent calendar may or may not be discussed)</i> (6:25-6:30 p.m.) – Pg 33	

- A. **Minutes of Meeting of July 12, 2000 – Pg 35** Stacy Medley
- B. **Special Minutes of Jepson Parkway EIS/R Meeting of August 9, 2000 – Pg 43** Dan Christians
- C. **Draft STA TAC Minutes of August 30, 2000 – Pg 47** Stacy Medley
- D. **SolanoLinks Marketing Services with Underground Advertising for 2000-01** Dan Christians  
*Recommendation: Authorize the Executive Director to approve contract amendment with Underground Advertising to provide \$50,000 of marketing services for 2000-01 with an option for \$20,000 for a special route promotion for Citylink Route 30 – Pg 55*
- E. **Project Monitoring Services with Quincy Consulting Services for 2000-01** John Harris  
*Recommendation: Authorize the Executive Director to approve an amendment to the Quincy Engineering contract to provide an additional \$10,000 for project monitoring and engineering oversight services in an amount not to exceed \$20,000 – Pg 57*
- F. **Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project** John Harris  
*Recommendation: Authorize the Executive Director to approve an amendment to the contract with Mark Thomas & Co. for a review of the Air Base/Peabody alignment and completion of a floodplain analysis at a cost not to exceed \$25,000 - Pg 59*
- G. **Caltrans Functional Road Classification Program** Dan Christians  
*Recommendation: Authorize the Executive Director to submit letters of concurrence on the proposed changes to the Caltrans Functional Road Classification Program for the Cities of Dixon, Vallejo and County of Solano –Pg 61*
- H. **TCI Fund Transfer Agreement for Suisun City Station Parking Improvements** Dan Christians  
*Recommendation: Authorize the Executive Director to finalize the scope and execute a Fund Transfer Agreement with Caltrans for the Suisun City Rail Station Parking Lot Improvements including project modifications requested by Suisun City – Pg 69*

## IX. ACTION ITEMS - FINANCIAL

- A. **Revised 2000 STIP Augmentation Program** John Harris  
*Recommendation: Approve the proposed 2000 STIP Augmentation Program by approving a resolution of local support authorizing the Executive Director to execute and file an application with MTC to program Regional Improvement Program funds into the 2000 Regional Transportation Improvement Program Augmentation (6:30-6:40 p.m.) – Pg 71*

- B. I-80/I-680 Interchange and Highway 12 (I-80 to SR 29) Projects Status and Funding Strategies** Daryl K. Halls  
Recommendation: Approve funding strategy for I-80/I-680 Interchange and Highway 12 (between I-80 and SR 29) projects (6:40-6:50 p.m.) – Pg 83
- C. Project Development Funds for 2000-01** Daryl K. Halls  
Recommendation: Approve the STA's Project Development Budget for 2000/01 (6:50-6:55 p.m.) – Pg 85
- D. 2000-01 Solano Transportation Enhancements Program** Dan Christians  
Recommendation: Approve the Downtown Dixon Streetscape and Suisun City Jepson Parkway Corridor Entry Landscaping projects (in the amounts recommended above for each project) for the remaining \$312,000 of 2000-01 Solano Transportation Enhancements Program funds (6:55-7:00 p.m.) – Pg 87
- E. Amendment to Countywide Traffic Model for 2000-01** Dan Christians  
Recommendation: Authorize the Executive Director to approve a \$35,000 contract amendment with the City of Fairfield for countywide traffic modeling assistance during 2000-01 (7:00-7:05 p.m.) – Pg 89
- F. STA Marketing Program for 2000-01** Janice Sells  
Recommendation: Approve STA marketing budget for 2000-01 (7:05-7:10 p.m.) – Pg 91
- X. ACTION ITEMS – NON FINANCIAL**
- A. Cordelia Truck Scales** John Harris  
Recommendation: 1.) Approve postponement of the Cordelia TIF PSR until after completion of the I-80/I-680 MIS and, 2.) Support using Caltrans PSR resources for updating the I-80/I-505 Weave Correction PSR this year (7:10-7:15 p.m.) – Pg 93
- B. 2000 California Rideshare Week** Sandy Catalano  
Recommendation: Approve 2000 California Rideshare Week Program for Solano County (7:15-7:20 p.m.) – Pg 95
- C. Travel Safety Plan Status Report** Robert Guerrero  
Recommendation: 1.) Approve the status report for the 1998 Travel Safety Plan; and 2) Update the Travel Safety Plan and develop new priorities for future safety improvement funding (7:20-7:25 p.m.) – Pg 97
- D. Resolution of Support (Cooperative Agreement between Caltrans and City of Dixon)** John Harris  
Recommendation: Approve resolution in support of the City of Dixon's request to Caltrans for a Cooperative Agreement needed for improvements on SR 113 (7:25-7:30 p.m.) – Pg 105

- E. **SolanoLinks Web Site** Dan Christians  
Recommendation: Approve modified STA website (7:30-7:35 p.m.) – Pg 113
- XI. INFORMATION ITEMS (Discussion Necessary)**
- A. **Solano Comprehensive Transportation Plan** Dan Christians  
Informational (7:35-7:40 p.m.) – Pg 131
- B. **Solano Bikeway Update** Dan Christians  
Informational (7:40-7:45 p.m.) – Pg 133
- C. **State Budget –Public Transportation Account (PTA) Funds - Local Roads Maintenance Funds** John Harris  
Informational (7:45-7:50 p.m.) – Pg 135
- D. **Project Monitoring Report** John Harris  
Informational (7:50-7:55 p.m.) – Pg 153
- (No Discussion Necessary)
- E. **2000 Legislative Report** Daryl K. Halls  
Informational – Pg 157
- F. **Express Bus Proposal & Transit Working Group for I-80 Corridor Update** John Harris  
Informational – Pg 161
- G. **Highway 12 MIS Study Update** Dan Christians  
Informational – Pg 163
- XII. FUNDING OPPORTUNITIES - (For Information Only) – Pg 173**
- A. **Transportation for Livable Communities (TLC) Planning Grants – October 5, 2000 – Pg 175** Robert Guerrero
- B. **Hazard Elimination Safety (HES) Projects – October 30, 2000 – Pg 177** Robert Guerrero
- C. **2001-02 Environmental Enhancements Program – November 17, 2000 – Pg 179** Robert Guerrero
- XIII. BOARD MEMBERS COMMENTS (7:55-8:00 p.m.)**
- XIV. ADJOURNMENT (Next meeting: October 11, 2000)**



DATE: September 6, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Executive Director's Report – September 2000

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

**Solano State Legislators to Attend Future STA Board Meetings**

Assembly Member Helen Thomson has accepted an invitation to attend the STA Board's October 11 meeting. This will provide the STA with an opportunity to thank her personally for her efforts to obtain \$13 million in state funding for I-80/680 interchange project and \$1.9 million in operating for the 8<sup>th</sup> and 9<sup>th</sup> daily trains for the Capitol Corridors.

In addition, State Senator Wes Chesbro and Assembly Member Patricia Wiggins have been invited to participate in the STA's 3<sup>rd</sup> Annual Transportation Awards to be held in Vallejo on November 8<sup>th</sup>.

**\* Comprehensive Transportation Plan/Rail Study**

On September 6, 2000, the Vacaville Reporter printed an editorial suggesting the City of Vacaville consider making a request to the STA to examine a site (not identified in the editorial) for consideration of future rail station on the Capitol Corridors. I am identified as extending an offer to Vacaville to submit a site. As many of the STA Board Members may recall, but representatives new to the STA Board may not be aware, Wilbur Smith Associates performed a detailed analysis of potential rail sites on behalf of the STA as part of the development of the Solano Rail Facilities Plan in 1995. According to Vacaville staff, Vacaville City Council has considered the proposed sites in the Fairfield/Vacaville area on three separate occasions: 1). On 10/25/94, the Vacaville Council supported the site at Vanden & Peabody Roads, 2). On 1/10/95, the Vacaville Council selected the Vanden Road site ½ mile east of Peabody as the preferred location, and 3). On 8/11/98, the Vacaville Council discussed the location of the rail site as part of a draft mitigated negative declaration for the selected site at Vanden and Peabody Roads.

A total of seven rail sites (two in Benicia, two in Dixon and three in the Fairfield/Vacaville area at the heart of Solano County) from an initial list of 13 were identified and evaluated as part of this analysis. When the Solano Rail Facilities plan was completed, three sites were chosen for potential rail stations: 1) the Fairfield/Vacaville site adjacent to Vanden and Peabody, 2) the Dixon site in its downtown redevelopment area, and 3) the Benicia site near the Benicia Bridge

along I-680. This year, the cities of Benicia, Dixon and Fairfield have confirmed their support for the rail station sites located in their respective communities (Benicia has indicated their support for the rail station near Lake Herman Road and the I-680).

The scope of work for the transit consultant for the Comprehensive Transportation Plan (Wilbur Smith Associates) includes evaluation of these three proposed rail sites. The Capitol Corridors has requested the STA review and prioritize the prospective rail station sites for consideration for future rail service when the Capitols reaches the threshold of 9 or 10 daily train trips. The Capitols initiated its 7<sup>th</sup> daily train trip in February of 2000. The transportation trailer bill (SB 1662) sent to the Governor, last week, includes \$1.9 million in operating costs for the Capitols. Capitols' staff has estimated this would cover the operating costs for initiation of an 8<sup>th</sup> and 9<sup>th</sup> daily train with service potentially to start as soon as May/June of 2001.

### **Caltrans District IV Restructuring**

STA staff is continuing to work with Caltrans District IV to ensure any proposed restructuring does not negatively affect or delay the delivery schedule for Solano's priority projects (Highway 37, I-80/680 interchange, and Highway 12). The agreement between State Senator Wes Chesbro and Caltrans Headquarters (Jeff Morales) identified the creation of a newly designed division within District IV for the four North Bay Counties. I have requested that the current District Division Chief for Design East, Dianne Steinhauser, and her project team remain with Solano's priority highway projects.

#### **\* Jepson Parkway Concept Plan Status/LAFCO Presentation**

I have been invited to provide a presentation to the Solano County Local Agency Formation Commission on Monday, September 11 regarding the Jepson Parkway Concept Plan. STA staff is currently working with the Jepson Parkway Consultant Team to prepare for our initial meeting with the various Federal and State agencies participating in the EIS/EIR and NEPA 404 process to be held later this month. We are also working to update specific projects costs for each segment. It is anticipated the next meeting of the Board Subcommittee will be scheduled in early December to review the funding strategy for the various unfunded segments and to provide a status report on the NEPA 404 process.

#### **\* STA Annual Audit/Project Development Budget**

In follow-up to the Board's approval of STA's 2000/01 budget in April, staff is working with our auditors to complete the STA's annual audit. The completed audit is scheduled to be presented to the STA Board on October 11.

*Attached for your information are a status of priority projects, STA's list of transportation acronyms, key correspondence and newspaper articles on transportation.*

**STA Project Development Fund  
1999-00 Priority Projects - Status Report (Final)  
(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 BATA working to address cost increase for Benicia Bridge.
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. 2 out of 5 sites completed -Construction completion scheduled to occur
Federal Lobbyist STA	\$25,000	*	\$1,250	-STA retained lobbyist in April 2000. Successful in obtaining approval/\$20 mill.
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Scope of work project schedule developed by subcommittee. Approval by STA Board on 7/12/00. -Monitor SHOPP funded projects under the STA Project Monitoring Program; construction scheduled to begin summer 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-Project fully funded - 95% plans near completion. -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period, STA Board approved funding amendment on 7/12/00.
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. Caltrans requested STIP funding for project cost increases.
Jepson Parkway - Corridor Concept Plan and Implementation STA	\$15,000	\$30,000	\$15,000	-Concept Plan and plan line completed and approved by STA Board in 4/2000. -EIS/NEPA 404 process 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 approved by STA Board on 6/14/00.
Mare Island Access Study Vallejo	*	*	*	-Study completed Spring 2000. Presentation scheduled for STA Board 9/13/00.
Marketing STA	\$15,000	*	\$289	-Funding approved by the STA Board 10/99; Scope of work scheduled for STA Board 9/13/00.
Miscellaneous Project Development **	\$14,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development.
Project Monitoring Program - Consultant Assistance	\$10,000	\$30,000	\$8,971	-Consultant hired and contract started 2/1/2000 Initial work completed on projects due 6/30/00. Benicia, Rio Vista, STA, Suisun City. Focus of work on projects due 9/30/00.
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	\$25,000	*	\$24,757	-Plan initiated in September 1999, scheduled to be completed in Spring 2001 as part of Comprehensive Transportation Plan
Solano Transportation Plan - Implementation STA	\$10,000	\$60,000	\$5,688	-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 September 2000.
Park and Ride Survey - STA	\$10,000	*	*	Conduct survey on local park and ride lots for possible vehicle park and ride relocations. Contract awarded and survey underway.
Vacaville CNG Facility Vacaville	*	*	*	-Design process completed, under construction with completion scheduled for November 2000.
TOTAL	\$135,000	\$200,000	\$59,455	

\* No funds allotted at this time

\$335,000

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



SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

September 6, 2000

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

Fm: Shaw / Yoder, Inc.

Re: Status Report

Overview

Last Friday morning, the Legislature adjourned the 1999-2000 legislative session. The next Legislature will next convene for one day on December 4 to organize itself and will then resume daily business on January 1, 2001.

At this time, we are not aware of any interim hearings of relevance to the STA. However, we will monitor for any such hearings and apprise STA staff if appropriate.

Specific Projects for the STA Service Area

Prior to adjournment, the Legislature sent to the Governor a transportation-related clean-up bill, SB 1662 (Burton). This bill contained mostly technical clean-up and did not, for example, revisit the issues of state transportation-related bond debt service or how much flexibility should be given to the California Transportation Commission with respect to the Governor's plan. However, the bill did contain two items of significant interest to the STA, i.e. \$1.9 million for expanding intercity service on the Capitol Corridors line and \$12 million for the Bay Area Water Transit Authority. Assemblywoman Thomson was particularly helpful in re-securing the provision relating to the Capitol Corridors improvements.

Status Report on Other Active Bills of Interest to the STA

**AB 2052 (Aroner)**, which would appropriate \$2 million from the Temporary Assistance for Needy Families federal block grant to the Department of Social Services for a new Welfare-to-Work Transportation Demonstration Program, did NOT make it to the Governor.

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SACRAMENTO, CA 95814

Report to STA Board  
September 6, 2000  
Page 2 of 2

**SB 1333 (Sher)**, which would extend the termination date for collection of vehicle abatement program fees until 1/1/2015 and require each service authority that collects this fee to issue a fiscal year report to the State Controller by October 31 of each year, has gone to the Governor.

**SB 1428 (Karnette)**, which would delete the sunset date for authorities to operate freeway patrol programs, has gone to the Governor.

**SB 1506 (Chesbro)**, which would create an advisory committee to evaluate state highways and related transportation issues and conditions in the San Francisco Bay Area (Caltrans District 4), did NOT make it to the Governor.

**SB 1995 (Perata)**, which would require the Metropolitan Transportation Commission (MTC) to prepare a comprehensive congestion reduction plan, prepare a plan for implementing an integrated transportation system management program, and enter into specified contracts for the development of performance measures and an independent analysis of MTC's planning activities and methods, did NOT make it to the Governor.

### *What's Next?*

We greatly enjoyed representing the STA in 2000. We are proud that we were able to work with you, your peers in Napa County, your state legislative delegation and the Davis Administration to secure funding for critically needed projects in the STA's service area. We look forward to getting together with your staff and possibly members of your Board during the fall to discuss legislative possibilities for the STA in 2001.

## MEMORANDUM

September 1, 2000

TO: Nigel, Project Manager  
(429-6120/FAX 429-6122)

FROM: *KS* Kevin S. Daughton, City of Fairfield  
(428-7641/FAX 426-3298)

SUBJ: Letter of Praise from Solano Paratransit Passenger

Attached is a letter from a very pleased customer. Her letter praises all of the drivers and system in general.

Please pass this on to the crew and post in a conspicuous place.

Great job!

cc: Transportation Division  
~~Charlie Beck, Public Works Director (FAX 428-7607)~~  
Daryl Halls, STA (FAX 438-0656)

Dear Mr. Nigel Browne,

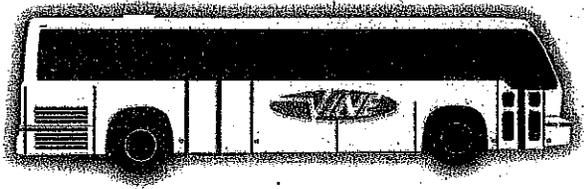
August 24, 2000

I am writing this letter to let you know how great your bus systems and all the people who work there. I am disabled I live in Vacaville and I have to go to Fairfield to my doctors appointments. I am so pleased with your service, the ladies who answers <sup>marshon-marie Lee</sup> the phones are always so kind and polite on the phones. The bus drivers are terrific, Michael picked me up yesterday and took me to my dr's appt. He is a very nice man, helped me on the bus, we talked. Dawn is another wonderful person, she has picked me up at my house. I can't remember who picked me up at my dr's and brought me home, I have had him

as a bus driver he was great  
to. Also ~~Marsha~~<sup>marsha</sup> in the office  
she's great, a really kind hearted  
lady, everyone there, whenever I  
have called has "bent over backwards"  
to help me. I want to thank you  
so very much to everyone there  
for their kindness, understanding.  
The bus drivers always smile, which  
is something now a days you don't  
see anymore, and it's a nice feeling  
to know that there still are kind  
and wonderful people out there  
that are there to help you. Again  
thank you from the bottom of my  
heart for your great and wonderful  
service. All the people who work  
there are the BEST. Thank you again

Sincerely  
Patty Gray  
305 Bishop Drive  
Vacaville, Calif 95657

# The VINE buses sport a new look



By KEVIN COURTNEY

Register Staff Writer 7-2-00

## NAPA *Napa Register*

The Napa Valley's new consolidated bus system has a fresh logo, dubbed the "surfboard" by its creator.

This graphic will start appearing on VINE buses later this summer as the Napa County Transportation

Planning Agency adds vehicles to the fleet that will serve all five Napa Valley cities, Calistoga to American Canyon, with an extension to the Vallejo ferry.

On July 1, the VINE system that covers the City of Napa merged with Napa Valley Transit, which serves

See VINE, Page 2A

## VINE

From Page 1A

the rest of the valley.

With the new logo and consolidation of operations, the expanded VINE includes four additional daily runs between Napa and Calistoga. By the end of the year, the number of Upvalley runs will be doubled from 11 today to 14.

Officials wanted a new logo to launch the valley-wide bus system as part of plans to market the bus as a car alternative for locals and tourists.

A marketing consultant, Christine West of Go West Communications, had culled logo ideas down to five, including one that looked like a bus ticket, with a hole punch over the "I" in VINE.

At the suggestion of board member Don Colcleaser, an American Canyon councilmember, West created a "wine country" alternative featuring a curly grape vine that climbed over the "V."

Other options included a "V" with a circle around it, suggesting electrons spinning around an atom, and a big "V" striped to look like a two-lane road.

And then there was the surfboard option — a wine-colored oval containing bold lettering that spell out VINE.

The surfboard logo was the consensus favorite. Board members liked its clean, simple look.

Colcleaser made one more pitch for grape vines. Considering West's vine too wimpy, he had drawn his own design featuring more realistic grape leafage.

The rest of the board was unswayed. "Every logo in Napa County has grape vines in it. It's redundant," Mel Varreiman, a Napa County supervisor, said.

While a vine might be useful for identifying Napa Valley buses for tourists getting off the Vallejo ferry, locals don't need the assistance, other members said.

The new logo will first appear on four new buses powered by compressed natural gas that should be in service by late summer.

Mike Zdon, the agency's executive director, said the purple in the new logo was a "cross between a cabernet and a merlot." A stylish green line may accompany the logo on the sides of buses.

Reporter Kevin Courtney can be reached at 256-2217 or at [kcourtney@yahoo.com](mailto:kcourtney@yahoo.com)

# Parkway plan open for public comment

By Mark Simborg  
DAILY REPUBLIC

(8.8.00)

SUISUN CITY — The public will have a chance to comment on what issues the environmental impact report for Jepson Parkway should address — such as traffic and noise — at a special meeting 7 p.m. Wednesday at Suisun City Hall, 701 Civic Center Blvd.

Maps and graphics of the route will be available at 6:30 p.m.

The \$74 million parkway, parts of which are already under construction, is a four-lane thoroughfare that will run parallel to Interstate 80, extending from Leisure Town Road at I-80 in Vacaville to Highway 12 in Suisun City. It is intended as an inter-city route.

The Solano Transportation Authority is holding Wednesday's meeting to gather public input on the preparation of the route's environmental impact report.

The report is expected to take two years to complete and will address such issues as noise abatement, traffic, air quality, and other environmental concerns.

"If there are any particular issues that people want to look

at, this is the time to raise them," said Dan Christians, the STA's deputy director for planning.

Critics of the parkway say it will spawn growth in East Vacaville and only serve as a way for commuters to bypass I-80 traffic.

STA officials say the parkway is necessary for the traffic and sprawl that's already here and will serve as a key inter-city route so people don't have to deal with the I-80 traffic.

One of the parkway's 10 segments — the realignment of Cement Hill Road — is already under construction.

Another segment, the widening of Walters Road from two to four lanes, will start construction in the spring. Those projects had separate, previously approved environmental impact reports.

Only the STA has to approve the impact report for the rest of the project, Executive Director Daryl Halls said.

Wednesday's meeting is the only one of its kind that will be held until the draft version of the impact report is available for public review some time next year.

*Mark Simborg can be reached at [msimborg@dailyrepublic.net](mailto:msimborg@dailyrepublic.net).*

# Jamieson Canyon money included in final \$6 billion <sup>NR-2</sup> traffic relief plan <sup>11.2</sup>

From Register Staff and the Associated Press

## SAN FRANCISCO

Arriving by light rail in front of Pacific Bell Stadium, Gov. Gray Davis signed bills that will grease the wheels for a \$6 billion traffic relief plan he pitched as a homerun for California and a Barry Bonds' grand slam for the Bay Area in particular.

Tired baseball metaphors aside, Davis said the Transportation Congestion Relief plan will fund a variety of road, rail and bus projects across California, relieving traffic on some of the nation's most congested highways and greatly expanding transportation options in major urban areas.

Included was \$7 million for the study on widening Highway 12 through Jamieson Canyon to four lanes.

Assemblywoman Pat Wiggins, D-Santa Rosa, said she stayed on the phone to the governor's office and encouraged local business leaders to do the same even after the study money seemed to be in the bag. She said a joint effort between her and State Sen. Wes Chesbro, D-Arcata was vital to getting the money.



Wiggins

Local officials had wanted the governor to include \$14 million in his budget this year for initial design and environmental work. The full project is estimated to cost \$100 million.

The original budget proposal from Davis did not include any money for Jamieson Canyon, but focused on mass transit monies. Many other highway projects were axed by Davis.

"For too long, political gridlock has prevented us from doing something useful about highway gridlock," Davis said on the patio of the posh Momo's Restaurant along 24 Willie Mays Plaza, noting that the plan signals a long-overdue shift in transportation priorities that "will go a long way to removing the congestion commuters battle each and every day."

Davis was flanked at the bill-signing ceremony by the Mayors Brown — Willie of San Francisco and Jerry of Oakland — and San Jose Mayor Ron Gonzales, all of whom praised the initiatives as key to protecting Northern California's booming economy.

"It's investing in smart growth," Gonzales said.

## Money <sup>NR</sup>

From Page 1A <sup>11.2</sup>

"Silicon Valley and the Bay Area have got to continue to prosper."

The governor's traffic relief plan was part of the \$99.4 billion state budget he signed at the end of June. It will be funded over five years partly by the general fund, the money coming mostly from gasoline sales tax that has been traditionally earmarked for non-transportation purposes.

The \$1.5 billion committed to the Bay Area would, among other things, extend the Bay Area Rapid Transit train service from Fremont to San Jose, buy five trains and add passing tracks on the Caltrain line between San Jose and San Francisco, and add new lanes for I-680 over the

Sunol Grade and U.S. Route 101.

Wiggins said the fundraising effort will have to start over next year to get the money to study, design and build Highway 12 through Jamieson Canyon.

Elsewhere in California, the plan would:

—Buy up to 385 new buses for Los Angeles County.

—Provide light-rail line from Union Station in Los Angeles to Monterey Park, about 10 miles.

—Extend light rail from Los Angeles 13.7 miles to Pasadena.

—Add high-speed ferry service between San Diego and Oceanside.

—Convert regional bus fleet in Central Valley to 100 percent clean burning natural gas to help meet Clean Air Act standards.

—Allocate \$5 million to begin environmental studies for a high-speed rail system linking San Diego, Los Angeles, San Fran-

cisco and Sacramento.

Davis also eliminated or reduced \$94 million worth of projects initially proposed under the plan, explaining that he had specific concerns about them, including indications they might have access to other funding sources.

The costliest of these projects include:

—\$8.6 million to the city of Chula Vista for a 10-mile limited access toll.

—\$7 million to Imperial Valley for reconstruction of I-8 Imperial Valley interchange.

—\$7 million to Los Angeles County for Fairway Drive grade separation project in San Gabriel Valley.

—\$5 million to Orange County for Route 57 toll road environmental impact report and expansion study.

See MONEY, Page 2A

# Clean air projects to receive \$270,000

*W Reporter*  
By Reporter staff 7-6-00

A number of projects aimed at reducing air pollution will receive \$270,000 in clean air funds from the Yolo-Solano Air Quality Management District.

The annual financial awards to local organizations and businesses are part of a package of grants that total \$490,000 throughout the district.

Solano County's Transportation Department will receive \$30,000 to make improvements to the Dixon-Davis Bike Route and to purchase propane public works vehicles.

The city of Vacaville will receive \$70,000 to put in electric vehicle charging sta-

tions. Some of that money will also be used to put such stations in Dixon.

Vacaville will also get \$9,000 for Solano BART Express, which will help transport commuters to BART stations.

The Solano Transportation Authority will receive \$80,000 for its Citylink program.

Air district staff evaluated 34 difference applications and make its selection based on the project's merit, matching funds and regional air quality benefit, said district spokeswoman April Amberman.

For more information on the clean air program and funds received from the YSAQMD, contact Amberman at (530) 757-3657.

## Saving lives is worth \$7 million

Dear editor, *NR 7-6-00*

Well, it has happened again, another head-on collision on Highway 12, Jamieson Canyon, and three more lives have been lost.

Although I must commend the committee for approving half of the \$14 million needed to complete this project, the remaining \$7 million seems a small price to pay to save at least another three lives. At least

the three who lost their lives would say.

As a Napa business owner for the past 23 years, and as a company in the business of selling and delivering coffee products and supplies in Solano County, it has been necessary for my employees to travel the controversial Highway 12 several times each week.

Therefore, I would like you to add our name to the already lengthy list of business owners pleading for the widening and upgrading of this highly congested and dangerous stretch of road.

One only needs to travel that stretch of road to appreciate just how dangerous a drive it is. The fact that accidents on that road are 10 times greater than the state average would seem to be reason enough to allocate the \$14 million needed to widen and make it safe for travelers. I think everything that can be said to endorse this project has been said, what amazes me is the fact that it is even necessary to plead this case. If the governor is considering giving each and every taxpayer \$150 because of surplus, there must be enough extra to fix this stretch of dangerous road.

On a personal note, having had two grown children driving that highway off and on now for several years, I still do not rest until I know that everyone is home safe.

**PAGE 12**

Dorothy Clark  
President

# Commuter office has new digs

By Reporter Staff

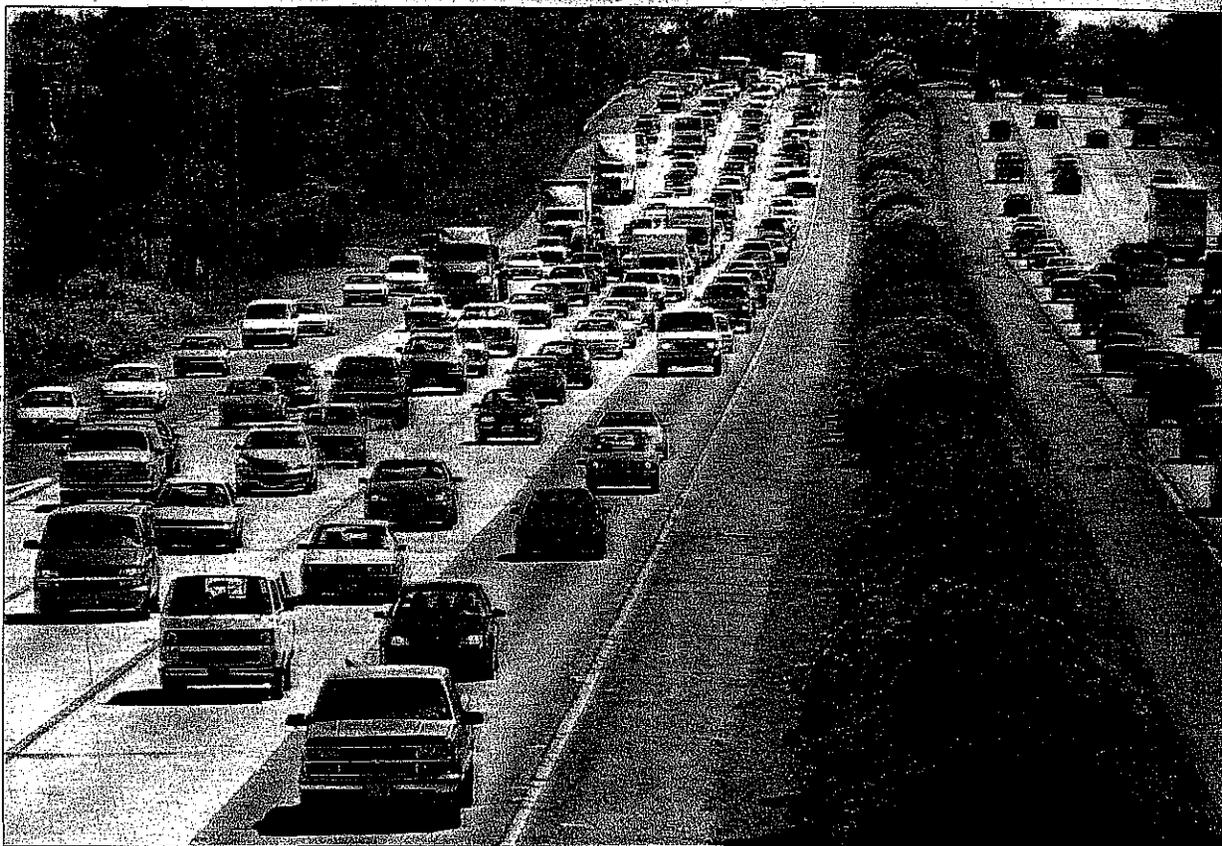
7-8-00

Solano Commuter Information has moved from its location with the Solano Transportation Department, a county agency, to the Solano Transportation Authority, the county's transportation planning and programming agency.

"We have waited a long time for this move to happen, three years or more," said Dan Donahue, STA chairman and Vallejo councilman. "We feel that the transfer will strengthen both the STA and Solano Commuter Information programs and operations."

The information service operates a rideshare program that has provided Solano, Napa and Bay Area residents with carpool, vanpool and transit information for more than 20 years. There are currently more than 250 vans leaving Solano County carrying commuters to jobs in other locations in the Bay Area and Sacramento. An increasing number of Napa County residents and businesses have signed on to use the rideshare program.

The group's new address will be 333 Sunset Ave., Suite 220, Suisun City and can be reached at (800) 53-KMUTE or through their web site at [www.solano-links.com/kmute800](http://www.solano-links.com/kmute800).



Mike McCoy/DAILY REPUBLIC

The county has been forced to divert money earmarked for easing traffic on Interstate 80 to things such as transit and regular road maintenance

# Still eyeing transportation tariff

## Recent decisions by the state not a discouragement

By Mark Simborg  
DAILY REPUBLIC (7.14.00)

FAIRFIELD — Transportation funds don't come easy.

So Solano County transportation planners are still ruminating over the idea of floating a transportation sales tax measure, despite the recent death of legislation that would have made it considerably easier to pass such a measure.

"Without a local (funding) contribution, you have to exist with what's out there," said Daryl Halls, executive director of the Solano Transportation Authority.

And right now, what's out

there isn't enough.

The county faces an estimated \$700 million transportation funding shortfall over the next 20 years, according to the STA.

Not surprisingly, the authority heavily supported SCA 3 — a state constitutional amendment that would have reduced the voting requirement to pass a local transportation sales tax measure from two-thirds to a simple majority.

The Assembly rejected SCA 3 last year. Politicians discussed folding it into this year's state budget, but it never made it.

Gov. Gray Davis passed a \$5.3 billion dollar transportation plan last week that included nearly

\$20 million for Solano County projects, but that won't take the county too far.

"The current state budget is a step in the right direction but it's not a long-term solution," Halls said.

What the county needs is a pool of funds to draw from for "local matches." If a county can match state funds, it gets them. If it can't match them, it usually means it will not get them, or at least not get them in their entirety.

The STA estimated the county is short about \$25 million for all transportation needs and \$24

See Transportation, Back Page

### AT A GLANCE

- ▶ Estimates show the county is short about \$25 million for all transportation needs.
- ▶ The county is short \$24 million for the Jepson Parkway project, the 10.5-mile thoroughfare that will run from I-80 at Leisure Town Road in Vacaville to Highway 12 in Suisun City.
- ▶ Five Bay Area counties that have a transportation sales tax: Contra Costa, Alameda, San Francisco, Santa Clara and San Mateo.
- ▶ Eighteen of the state's 58 counties have a transportation sales tax.
- ▶ Officials say there are no clear local funding alternatives for transportation besides a sales tax.

million short on Jepson Parkway, the 10.5-mile thoroughfare that will run from Interstate 80 at Leisure Town road in Vacaville to Highway 12 in Suisun City.

Add to that \$400 million, the amount needed to rebuild to the I-80/Interstate 680 interchange near Cordelia.

"The I-80/I-680 is a classic example of a project that is underfunded and doesn't have a local match," said Jim Sperring, an STA board member and Suisun City mayor.

"I think the county has to start being a self-help county," Sperring said. "If you get a local match, you compete."

The Solano Economic Development Corp. is considering a survey, kind of a litmus test, to see if residents would support a half-cent sales tax for transportation.

"Since we're a fast-growth county, I think we need to fast-

track our mobility improvements," Sedcorp Director Mary McCarthy said. "We need some kind of local funding mechanism."

Five of the nine Bay Area counties - Contra Costa, Alameda, San Francisco, Santa Clara and San Mateo - have a sales tax for transportation. Eighteen of the state's 58 counties have a transportation sales tax.

Sedcorp polled the public about a transportation sales tax in 1997. Less than half of the respondents indicated that they would be in favor of a half-cent transportation sales tax. However, about half showed an interest in a quarter-cent sales tax.

"We basically saw that we had a chance for a quarter-cent sales tax over eight years," McCarthy said. But for the half-cent sales tax, she said, "We just don't think it had any sort of decent chance of pass-

ing without education."

In 1998 Measure F, an "advisory" measure that sought the public's go-ahead to spend any new revenues, be they from a sales tax or other sources, on a list of transportation projects, passed with 76 percent of the vote.

McCarthy emphasized the need to come up with comprehensive solutions.

"All of the major issues affecting Solano County on a regional basis, whether it's traffic, housing, the economy, they're all interrelated and there are groups working on each one of those issues," she said. "I think we need to work together to come up with solutions."

For instance, one possibility, she said, is to levy a special tax on developers that would go to mobility needs.

There are no clear local funding alternatives for transportation besides a sales tax,

officials said.

"It's something we're going to have a serious analysis of, and we'll be asking the public if it's something they want to invest in," Halls said.

But passing a sales tax would not be easy, even if only a majority is needed.

"Not many sales taxes pass for any purpose," Halls said.

And there are some who feel the state's bloated coffers are good enough reason not to pursue a tax.

"If Solano County is looking to raise sales taxes on people and the state is looking at a \$13 billion surplus, that's ridiculous," said Dean McEwen, press secretary for state Sen. Maurice Johannessen, R-Redding. "There are other ways to deal with our transportation issues."

Mark Simborg can be reached at [msimborg@dailyrepublic.net](mailto:msimborg@dailyrepublic.net).

DR 7-17-00

# Key council vote set for Jepson plan

By Mark Simborg  
DAILY REPUBLIC

FAIRFIELD — The City Council will vote on Tuesday whether they want to proceed with Fairfield's portion of Jepson Parkway — the 12-mile thoroughfare that will run from Leisure Town Road at Interstate 80 in Vacaville to Highway 12 in Suisun City.

Officials will vote on the parkway's "concept plan," which coordinates the landscaping, bus paths and bike routes along the road, and if they want to participate in the parkway's environmental review process.

The debate is whether the parkway — intended to be an inter-city route — will alleviate traffic from current and future growth or whether it will serve only to spawn growth and give I-80 motorists a way to bypass traffic.

City officials were divided on the issue when they met June 27 to discuss a number of proposed changes to the General Plan. That

See Jepson, Page A11

## Jepson From Page One

night, the City Council informally voted 3-2 to go ahead with concept plan and environmental review, but to bring the actions back for an official vote on Tuesday.

The parkway has been in the planning process for years. The Solano Transportation Authority is securing money for the \$74 million project and will dole it out to the cities — Vacaville, Suisun City and Fairfield — for them to build their segments.

If Fairfield decides not to proceed with the concept plan and environmental report, it would kill that segment of the parkway, STA Executive Director Daryl

Halls said.

"The STA will not construct the Fairfield segment without their support," Halls said.

He didn't go into detail about how Fairfield's lack of participation would affect the integrity of the route, offering only, "It's designed as a corridor, so if Fairfield opts not to participate then obviously the project would not be as ideal."

The rest of the route will not be jeopardized if Fairfield is out, Halls said. In fact, money that would've gone to Fairfield's segment would be used for the other segments.

Fairfield's portion accounts for about 2.3 miles of the parkway. Walters Road and Vanden Road would be widened from two to four lanes and realigned to meet at Cement Hill Road.

"I think it's absolutely necessary for the existing needs," Fairfield Councilman Steve Lessler said. "It has nothing to do with building roads to handle future construction of any kind."

The City Council meets at 7 p.m. in the Fairfield Civic Center Council Chambers, 1000 Kentucky St.

Mark Simborg can be reached at [msimborg@dailyrepublic.net](mailto:msimborg@dailyrepublic.net).

## **Solano Commuter group moves office to Suisun**

### **SUISUN**

An information service for people commuting from Napa County to destinations elsewhere in the Bay Area should become more efficient as a result of a recently announced move.

Solano Commuter Information has moved from its office with the Solano Transportation Department, a county agency, to the Solano Transportation Authority in Suisun.

SCI operates a rideshare program that has provided Napa and Solano residents with vanpool, carpool and transit information for more than 20 years.

According to SCI director Elizabeth Richard, "The move gives us a little better vehicle to work with the Napa County Transportation Planning Agency."

The SCI also provides information on ferry services, park and ride locations, bicycle maps, rail and bus schedules.

The new office, located at 333 Sunset Avenue, has a toll-free number, 1-800-53-K-MUTE. The SCI web site is [www.solanolinks.com/kmute800/Register](http://www.solanolinks.com/kmute800/Register)

(7-20-00)

# Ferries So Wildly Popular Vallejo May Cancel Bus Link

By Christopher Heredia  
CHRONICLE STAFF WRITER

An express bus service designed to get more people to use the Vallejo ferry has become a victim of its own success.

The Vallejo City Council tonight will consider putting the brakes on all Baylink Route 100 buses, which carry passengers from Sacramento and Davis to the city's ferry terminal, because there is no room on the city's four ferryboats.

The city envisioned the Route 100 line as a way of filling vacant ferry seats in the midday, evening

and on weekends. The popularity of the ferry service, in general, far exceeded city officials' expectations and the additional riders on Route 100's eight daily runs helped contribute to overcrowding on the ferries.

"I'm very disappointed that we have to (discontinue the service)," said Mayor Tony Intintoli, who cited rising fuel costs and dwindling funds in the rationale for ceasing the service. "We don't have the budget (to operate the buses) until the new boat is constructed and put in service. My first priority has to be to serve the

► **FERRY:** Page A14 Col. 1

## Bay Travel Getting So Popular Vallejo May Cancel Bus Link

► **FERRY**  
From Page A13

commuters from the immediate area."

The city will consider resuming the service once a fourth ferry is operating, sometime in 2002, Intintoli said.

Each day, the Route 100 buses carry 100 to 150 passengers, destined for shopping, Giants games and jobs in San Francisco. Once they arrive at the Vallejo terminal, however, they are faced with long lines and the prospect of being turned away. They are also taking seats that would otherwise go to passengers from Vallejo and surrounding communities. Each ferry carries 300 passengers.

Passengers like Lori Aldrete of

Davis said it is ironic that Vallejo is cutting a popular public transit service when communities throughout the Bay Area are trying to encourage more workers to get out of their cars and onto buses and trains.

"With the growth that is occurring, and the fact that more San Francisco workers are being pushed out of the city by high real estate prices, government should be looking at increasing public transit, not reducing it," Aldrete said.

Aldrete, vice president of corporate communications for a hospital group, said she enjoys the time the bus and ferry ride gives her to read the newspaper, respond to work e-mails and make calls to the East Coast.

"It's going to be a major hardship," said Aldrete, who took a job in

San Francisco six months ago in part because of the Baylink express bus service. "It's the reason I tell people I don't mind the commute."

The Route 100 buses carried 36,000 passengers last year at a cost of \$540,000. Passengers pay \$20.50 for the bus-ferry service, or \$210 for a monthly pass. The city collected \$204,000 in fares and had to cover the balance — \$335,000 — using state transportation funds.

Intintoli said he hopes to restore the service once the city builds its fourth ferry with the \$5 million it received from the state and \$5 million from Metropolitan Transportation Commission to beef up the ferry service.

If the council adopts the plan, the Route 100 service would be suspended on September 5. The city

would put the money it spends on that bus into increasing its Route 200 service, which carries passengers who cannot get a seat on the ferry to San Francisco.

Cutting the service "doesn't make sense," said Marvin Jackman of Sacramento, who was waiting in line to board the 6:30 a.m. ferry to San Francisco. Jackman, a project manager for an investment brokerage firm, has been riding the bus for the past six months.

"It's not going to stop people from using the ferry," he said. "We'll just have to get in our cars and drive here. If they're low on money, why don't they just raise the fares?"

E-mail Christopher Heredia at herediac@sfgate.com.

# Traffic studies could call for added highway lanes

By Mike Adamick/Staff Writer

Interstate 80 twists through Solano County like a long concrete string wrapped around the hillsides and over the valleys.

In recent years, the string has become knotted in places, torn in oth-

ers.

Vehicles swarm the interchange at Interstate 80 and Interstate 680 during commuting hours, producing inescapable delays.

And the traffic continually jams up in long stretches, like the spans between Dixon and Fairfield that run through Vacaville.

But there are at least two studies underway to determine the future of the clogged interchange and the long spans of traffic-riddled freeway, according to local and state transportation officials.

The studies could start the process of adding an extra lane along three-lane sections of the interstate.

"We're looking at the whole I-80 in

Solano County," said Dan Christians of the Solano Transportation Authority. "Part of it looks at future projects along the corridor."

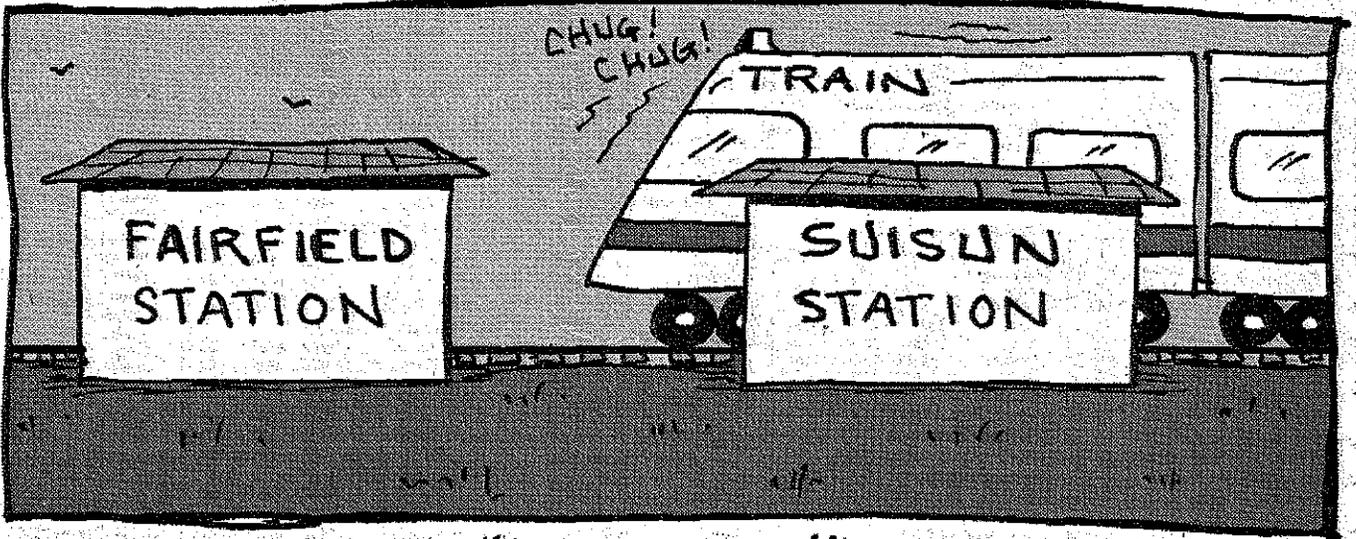
That could include an extra lane on both sides of the freeway between Dixon and Vacaville, or commuter lanes, he said.

The study of I-80 comes with new

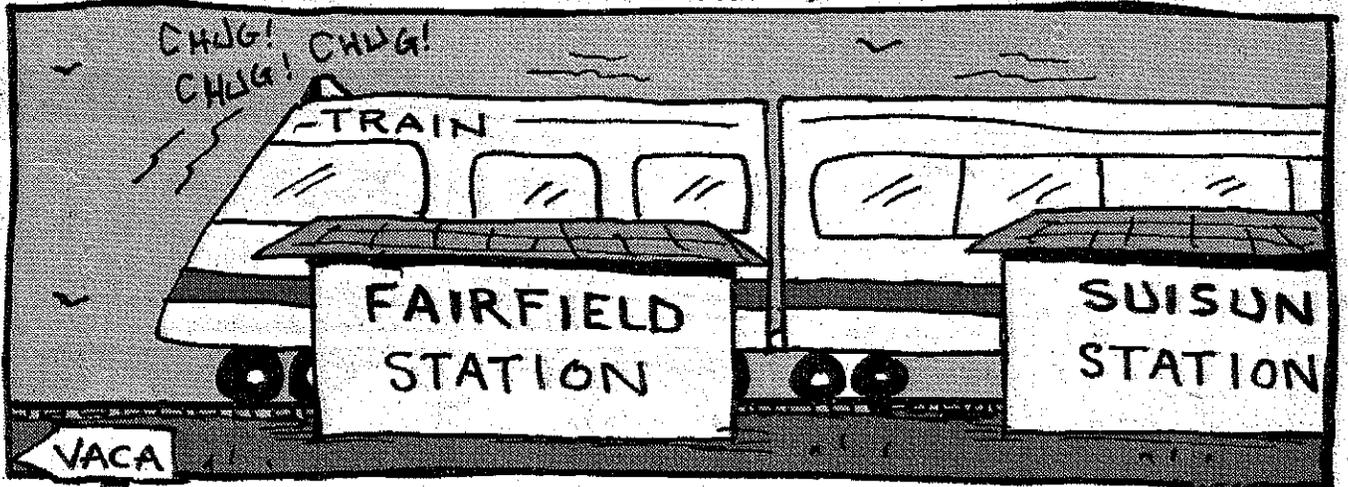
money from the 2000-01 state budget to look into the freeway, said Christians.

The other study looks at the crippled interchange that has caused problems for motorists and residents alike.

When the road becomes congested, motorists often take to city streets for alternate routes, irking Cordelia area residents with added traffic.



"ALL ABOARD!"



"ALL ABOARD!"



Solano Transportation Authority

# **Solano Transportation Authority Announces Public Scoping Meeting for the Proposed Jepson Parkway Project**

Environmental Impact Statement (EIS) • Environmental Impact Report (EIR)

*D.R. (7.26.00)*  
The Solano Transportation Authority invites interested parties to attend a Public Scoping Meeting for the proposed Jepson Parkway Project on August 9, 2000, at the Suisun City Hall, 701 Civic Center Blvd. Informational materials will be available at 6:30pm, and the meeting will begin at 7:00.

The scoping meeting is an opportunity for interested parties to provide input on alternatives and the scope of technical studies for the proposed project, make suggestions, and ask questions. Information gained from the scoping meeting will be used in preparing the National Environmental Policy Act EIS / California Environmental Quality Act EIR.

The proposed Jepson Parkway Project is a 12-mile four-lane roadway incorporating local roads between Interstate 80 and State Route 12.

For more information about the meeting or project, call

**Dan Christians of the Solano Transportation Authority at (707) 422-6491**

# Baylink bus service to end

LEGAL SECRETARY Lillie Anderson says she would be adversely affected if Baylink bus service between the Vallejo Ferry Terminal and Sacramento ended.

Times-Herald/Mike Jory



City officials: Sacramento run too successful

By DOROTHY VRIEND  
Times-Herald staff writer

Vallejo has become a victim of its own success when it comes to luring area commuters here to use the ferry service.

The city has spent two years advertising ferry service in Sacramento and Davis. Now Vallejo officials say they are spending limited transportation dollars getting about 300 people a day to

San Francisco — not by ferry, but by bus. The city is waiting for a promised third ferry to take up the overflow, expected in mid or late 2002.

Until then, Vallejo's transportation department should suspend Baylink Route 100 buses between Sacramento, Davis and the Vallejo Ferry Terminal, city officials say. The city council may decide Tuesday whether to suspend service by September 5.

(See BAYLINK, A2)

## Baylink

(From A1)

"I'm not too happy," said legal secretary Lillie Anderson as she got on the Sacramento bound bus at 5:30 p.m. Monday after a day of work in San Francisco.

City officials say they can't continue to bring in more people when both the ferry and overflow buses are already overcrowded.

"(The Sacramento route) has faded into a position where it's detrimental rather than beneficial," Public Works Director Mark Akaba said. "Now we've got to pay extra to get more buses to take these people to San

Francisco. They've paid their fare to get there. It bites into our operating funds for the bus systems."

After years of requests, Vallejo officials have still not managed to offer Sunday local bus service or to improve its limited night-time service.

Vallejo City Manager David Martinez said he is disappointed Vallejo has to cut the route to Sacramento, but he agrees it makes sense to do so.

"Given this location we should make it available to the region," Martinez said. "It's good for everybody. We have to stop it because we don't have enough space available on the boat."

Martinez said he expects the

ferry will continue to draw even more riders from throughout the region, but that the move to cut Route 100 is being recommended to slow down the increase.

Vallejo Baylink service began in May 1997, doubling pre-existing capacity to move folks between Vallejo and San Francisco. Since then the system has experienced steady growth. Some 12,000 more passengers used the Baylink ferry and bus system this June than last June.

About 3,000 people ride the ferries on a summer day, and about 2,500 do during the winter. But an additional 40 to 50 people who don't get a seat on the 6:30 and 8 a.m. ferries are bused

instead, said transportation analyst Marci Malaster. The peak afternoon buses from San Francisco carry up to 150 people back to Vallejo, when tourists who go in during the day often return on the ferry runs with commuters.

Route 100 feeder bus service from Sacramento and Davis was implemented in April 1998. During the first year, patronage grew from 200 to 300 percent each month. Last year, ridership levels stayed even and in the last few months has declined, according to the city's transportation figures.

"The public in Sacramento and Davis know they won't get a

seat," Martinez said.

The city's recommendations include moving the buses from the Sacramento route to the Vallejo-San Francisco route to ease overcrowding there.

The city will look again at reinstating bus service to the Sacramento area when a third ferry boat is launched, Akaba said. The city has been promised \$5 million from state coffers and another \$5 million from the Metropolitan Transportation Commission for the boat's purchase.

In the meantime, Sacramento-to-San Francisco commuters will have the choice of Amtrak or the Greyhound bus service to get to

San Francisco, said Elizabeth Richards, program director for Solano Commuter information.

"I don't like it at all," said Sacramento resident Julianne Mossler who works in the Attorney General's San Francisco office and uses the Baylink service daily. "Amtrak is a lot more expensive, not as flexible and very unreliable."

Martinez suspects Vallejo's parking problems could get worse as more people drive in to use the ferry. He said city consultants are still considering when would be the most appropriate time to build a parking structure near the ferry building as stipulated in the waterfront plan.

## Jepson Parkway meeting Aug. 9

By Mike Adamick

Staff writer

Reporter 8/1/00

The Solano Transportation Authority plans to hold a meeting Aug. 9 to allow public input on Jepson Parkway, a 12-mile roadway linking Vacaville to Fairfield-Suisun.

Designed to give residents an alternative to the often-packed Interstate 80, Jepson Parkway is in varying stages of construc-

tion. In Vacaville, Leisure Town Road is expected to be widened from two to four lanes in coming years to make room for the route.

The STA hopes to receive suggestions on the route and the environmental review at the meeting, which starts at 7 p.m. at Suisun City Hall, 701 Civic Center Blvd. Project maps and graphics will be available at 6:30 p.m.



Christine Baker/DAILY REPUBLIC

Daryl Halls stands on Walters Road, which is part of the Jepson Parkway route, a project he considers a crowning achievement.

# One focused individual

By Mark Simborg  
DAILY REPUBLIC

(8.2.00)

One year after becoming the Solano Transportation Authority executive director, one thing is certain — Daryl Halls is a leader

SUISUN CITY — Daryl Halls seems to be perennially focused.

His speech is measured, and he sometimes looks away as he talks and squints, as if the point he is trying to make is trailing from a biplane in the distance.

He speaks in numbers and quick bursts of transportationese: "The next segment that was identified was the Green Valley Overpass, we need about \$19 million. Caltrans now has submitted what's called the I-TIP requests for the inter-regional money."

And although these qualities lend Halls a bit of a bureaucratic air, they are exactly what Solano Transportation Authority board members and transportation officials from Solano County's cities mention first when asked about his effectiveness since becoming execu-

tive director of the STA a year ago.

"He's very focused," STA board member and Vacaville City Councilwoman Rischa Slade said.

"His leadership has helped us maintain focus," said Trent Fry, transit coordinator for Vacaville.

Halls took control of the STA after Marty Tuttle steered it along through its first few, formative years of autonomy from the county.

And Halls continued where Tuttle left off, building cohesion between the cities.

"The STA is still fairly new," Halls said. "We've had to take on the role of not just planning and giving (the cities) money, but delivering projects."

If one project represents what Halls feels is one of his crowning achievements, it is Jepson Parkway.

The nearly 12-mile thoroughfare will connect Vacaville, Fairfield and Suisun

City with a wide, tree-lined road intended to erase the need to use traffic-choked Interstate 80 to get between the cities.

More importantly, at least from Halls' perspective, is that it is a cooperative effort of a kind never seen before in Solano County.

"When I was first hired I was kind of given a set of priorities by the STA board ... one of them is that I think they wanted to have more involvement with all the cities and agencies," Halls said.

So Halls spent the first few months on the job meeting with officials from Solano County's cities, each of which contributes a member to the authority's governing board.

"One of the interesting things about him is that he is involving himself in the community," Slade said.

Halls has spent much of his first year at the STA developing the Parkway's "concept plan," which lays out the landscaping, bus routes and bike paths along the parkway.

But beyond Jepson Parkway, Halls has assisted the county in getting funds for widening Highway 12 through

## **Halls spent the first few months on the job meeting with officials from Solano County's cities, each of which contributes a member to the authority's governing board.**

Jameson Canyon, improving the Interstate 80/Interstate 680 interchange, beefing up Capitol Corridor service, adding a carpool lane between Fairfield and Vacaville and getting a third Vallejo ferry.

And only a few months ago, he ensured Solano County was the first county of the nine in the Bay Area to submit a "rapid bus" program proposal to the Metropolitan Transportation Commission. The \$29 million plan would significantly step up service on all of the county's inter-city and regional bus routes and bring in 12 new buses.

Also, Halls got the county started with a 20-year transportation plan.

Starting in September, a series of community meetings throughout the county will gather public input on the plan.

"We're going to make sure we're not missing the mark

with the public," he said.

If there's one thing Halls wishes was different about his job, it is its pace.

"You always wish you had more resources and I wish I could get these projects delivered faster but that's just the way the nature of transportation works," he said.

Indeed, if Halls has any critics, it is the band of commuters and Cordelia residents crying for a quick fix to the traffic nightmare that is the I-80/I-680 interchange.

"I-80, I-680 isn't going away in a year or two," Halls admitted.

But recently the state granted the STA \$13 million for improvements that will help ease congestion on the interchange. Also, Halls said, in developing the 20-year plan, the STA will look at scenarios such as devoting all transportation funds to fixing the back-up.

Halls said he feels settled in Fairfield now, and he likes his 10-minute commute. When he worked for the League of California Cities in Orange County — his previous job — his 25-minute commute became a 45-minute commute.

"Up here, we're close to things we like and things we want to do," he said, speaking for his wife and kids. "I'm a native Southern Californian, so I was ready to leave."

And compared to his previous job, Halls said the STA position offers more visible results.

"My last job, it more pure policy and less what I call 'the tangible projects,'" he said.

Also, where Orange County had already choked to death on cars, Halls said, Solano County has chance, a window of maybe five years, to avoid that sentence.

"It's a county whose future has not been determined yet," he said. "The big issues are: Are we going to be willing to invest in our system? And number two is: When do we invest?"

*Mark Simborg can be reached at [msimborg@dailyrepublic.net](mailto:msimborg@dailyrepublic.net).*

Akers

Rep. (8-8-10)



STATE FILLS CHUCKHOLES

Rep.

# Getting started

(8.8.10)

## Rural roads in Solano could use the help

**F**requent travelers of rural roads in Solano County know very well the poor state of these routes, and the damage they can do to vehicles, and the danger they present when summer travel increases.

These motorists must applaud Gov. Gray Davis for sticking to his guns and pushing through the budget a transportation package with \$2.27 billion in one-time funding this fiscal year for Solano County road projects, followed by \$568,000 annually for five more years.

Solano County's battered, pothole-ridden, narrow roads will get some much-needed widening and resurfacing.

The \$800,000 reconstruction of Hawkins Road in the Elmira area will not only help farmers and residents of the area, but the increasing number of travelers who use it to get to Rio Vista and points east.

The \$440,000 reconstruc-

tion of the Pleasants Valley bridge over Ulatis Creek is long overdue. The traffic on the artery that leads to rural homes, Lake Solano Park and Lake Berryessa recreational area is much too

heavy for the narrow, aging span.

There are other roadways in such state of disrepair that the money will run out long before they are brought up to intended standards. Though \$827,000 in overlay work will not go

very far, it is a start. So is reconstruction of Yolano Road.

And new striping of many roads in the rural area will improve safety as well.

The new money does not come without complication. Though the county now has funds to begin these projects, the larger ones will require engineering staff that county does not have. But that is a minor obstacle, given the benefit that will come from the new state commitment to better rural roads.

“  
Though  
\$827,000  
in overlay  
work will not  
go very far,  
it is a start.  
”

# Environmental review under way for Jepson parkway

By Mike Adamick  
Staff Writer

Rep. 8.10.00

Bob Philipsen leaned over an aerial map of Solano County, tracing his finger along Walters Road in Suisun City to Air Base Parkway in Fairfield.

"I'm retired Air Force and that's how I get to the base," said the Suisun City resident. "I wanted to see how I would get there in the future."

At a meeting Wednesday at Suisun City Hall, the Solano Transportation Authority kicked off a lengthy environmental review of Jepson Parkway, a 12-mile roadway that would link Vacaville to Fairfield-Suisun.

Like many residents, Philipsen attended the meeting to find out more details and to find out more about the environmental review process.

The road will stretch from the interchange of Leisure Town Road and Interstate 80 in Vacaville to Highway 12 in Suisun City, twisting and turning through rural roads on the eastern edge of Vacaville and Fairfield. It would also widen key roads like Leisure Town and Walters roads from two to four lanes and provide some extra safety measures, according to local officials.

Vacaville Councilwoman Risha Slade, who also serves on the STA, said many residents already use those roads for travel when I-80 is clogged.

She expects Jepson Parkway to increase the safety for local motorists and that is one of the goals of the proposed parkway, according to the STA.

The road was conceived to give local motorists an alternate route between the cities when I-80 is filled with congestion.

But the road has encountered some hurdles already.

In Vacaville, residents in neighborhoods along Leisure Town Road did not want to see the road widened to six lanes as was originally proposed. They rallied and forced the city to only add two more lanes, making it a four-lane road. Actual construction is still years away, according to city officials, who said money needs to be obtained first.

Along Walters Road, some residents in Solano County wanted to make sure access remains from their rural ranches, according to Philipsen.

At the meeting Tuesday, several residents wandered up to the maps and graphics on display. They traced their routes across the map, looping from Vacaville to Fairfield.

Daryl Halls, executive director of the STA, said residents can submit written comments to the STA by Sept. 11. After that, public comment won't be taken until the environmental review is complete.

The address for the STA is 333 Sunset Ave., Suisun City, 95685.

# Not fans of the parkway plan

## Some Cordelia residents fear an increase in traffic

By Mark Simborg  
DAILY REPUBLIC

SUISUN CITY — One thing is certain: Traffic in Cordelia is the hot button topic of the year for transportation.

It came up again Wednesday night, as Cordelia residents spoke out against Jepson Parkway, which they claim will only feed more motorists into the car-choked maze of Cordelia streets.

The Solano Transportation Authority organized Wednesday's meeting to gather input on what issues it should look at in drafting the environmental impact report for the parkway. Barring any drastic turn of events, the parkway will run from Interstate 80 at Leisure Town Road in Vacaville to Highway 12 in Suisun City.

STA officials say the four-lane parkway will be used as an intercity route, allowing people to avoid congestion on I-80.

But a few residents on Wednesday disagreed. They see the parkway being used to get to Interstate 680 via Cordelia and back to I-80 via Highway 12.

"Our people bonded to relieve the traf-

**The next chance the public will have to comment on the Jepson Parkway plan is some time next year, when the draft is finished.**

fic on (Highway) 12, and if we congest it again, I don't think it's acceptable to them," Suisun City Council member Jane Day said.

Also, Day wondered, echoing the concerns of those who spoke before her, what will the effect be on traffic in Cordelia?

Cordelia streets have been flooded with cars trying to get around the I-680/I-80 interchange rush hour jams. The problem portends to get even worse in three years, after the new Benicia-Martinez bridge is complete.

Only six people spoke Wednesday night of an audience of about 30.

STA officials plan to use the input in drafting the environmental impact report for the project.

After hearing the speakers, STA Execu-

tive Director Daryl Halls mentioned that the STA is drafting a 20-year transportation plan that will address the Cordelia traffic issues, and people will have a chance to comment on that plan in a series of public forums this fall.

The environmental report is expected to take two years to complete and will address such issues as noise, air quality, water quality, endangered species and land use.

One of the parkway's 10 segments — the realignment of Cement Hill Road — is already under construction.

Another segment, the widening of Walters Road from two to four lanes, will start construction in the spring. These projects had separate, previously approved environmental impact reports.

The STA needs to approve the environmental report for the rest of the project. The next chance the public will have to comment on it is some time next year, when the draft is finished.

*Mark Simborg can be reached at [msimborg@dailyrepublic.net](mailto:msimborg@dailyrepublic.net).*

FF Daily Rep 8-15-00

a matter of  
**BUSINESS**

## Transport company awarded contract

Daily Republic staff

FAIRFIELD — In an 11th hour contract award, Fairfield-based MV Transportation Inc. began operation of the Redi-Wheels ADA (Americans with Disabilities Act) paratransit service last week for the San Mateo County Transit District, just one day after the district awarded the four-year, \$20.8 million contract.

MV replaced Laidlaw Transit Services Inc. of Burlington, Ontario.

The quick hand-over was possible because of a "proactive" relationship between the transit district, MV and the Amalgamated Transit Union, which represents the Redi-Wheel drivers, according to the company.

The transit service uses 73 vehicles and about 119 employees to provide 164,800 service hours a year. MV is responsible for all operations, including the customer service call center.

MV is the largest black-owned transportation contracting firm in the nation providing ADA paratransit and fixed-route transit service to government agencies, according to the company.

# Caltrans to hire specialist for needs of county

By Mark Simborg  
DAILY REPUBLIC

(8-16-00)

SACRAMENTO — The state Department of Transportation will create a new position to address and deliver the transportation needs of Solano County and the three other North Bay counties, officials announced Tuesday.

The new post is in response to complaints that the North Bay's transportation needs have been overlooked over the last few years.

The division chief for project design/North Bay will oversee the design and delivery of projects.

"It's a higher level of service," Caltrans spokesperson Dan Trujillo said.

The move was prompted by Sen. Wesley Chesbro, D-Arca-ta, who earlier this year introduced a state bill that would have required Caltrans to create an entirely new transportation district for the North Bay.

Solano, Marin, Napa and Sonoma counties are in District 4, which comprises the nine-county Bay Area.

Now, because of the new position, Chesbro will stop pursuing this legislation, according to a press release his office issued Tuesday.

Officials have not yet decided where in the North Bay the new person will be stationed, Trujillo said.

Caltrans established a similar outpost in the early '90s, but the department cut it later due to budget constraints.

The North Bay counties, Napa and Sonoma in particular, have complained for years of Caltrans dogging them in favor of outside projects.

Officials with the Napa County Transportation Planning Agency were unavailable

**Solano, Marin, Napa and Sonoma counties are in District 4, which comprises the nine-county Bay Area.**

**Caltrans established a similar outpost in the early '90s, but the department cut it later due to budget constraints.**

Appointing someone to give special attention North Bay transportation projects makes more sense than forming a whole new district, said Daryl Halls, executive director of the Solano Transportation Authority.

But, Halls said, it's unclear how exactly this new position will help Solano County.

Jim Sperring, STA board member and Suisun City mayor, was strongly against forming a new Caltrans district, but he said he feels good about having a North Bay design chief.

"It's almost like giving us our spokesman," he said.

Caltrans District 4 has two design chiefs right now. Diane Steinhauer handles six counties, including the North Bay counties.

She will retain her duties until the new person is hired in early fall, after which she will still be involved with the projects that are currently under her supervision.

"Steinhauer has been very responsive to our county," Halls said.

"But we want to make sure that's going to continue to happen," he said.

Mark Simborg can be reached at [msimborg@dailyre-](mailto:msimborg@dailyre-)

## CALTRANS to open office in North Bay

NAPA

Napa County should receive improved transportation planning services as a result of the establishment of a new North Bay satellite office for CALTRANS and the creation of the position of Division Chief of Project Design-North Bay.

Sonoma, Solano and Marin counties will share the services of the new director which came about as a result of an agreement between CALTRANS and State Senator Wes Chesbro (D-Arcata). Chesbro had authored a bill that would have explored the creation a new northern California CALTRANS district.

The chair of the Napa County Transportation Planning Agency (NCTPA) expressed appreciation for Chesbro's efforts. Jill Techel, also a Napa councilmember said, "A North Bay CALTRANS office will increase communication by making CALTRANS staff locally available. Being geographically located in the North Bay will give the district employees a better understanding of the unique design and land use issues that need to be addressed in counties like Napa."

"When I introduced SB1506, it was with the intention of looking at how CALTRANS could improve services and project delivery to the North Bay counties," Chesbro said. "After working with the new CALTRANS director, Jeff Morales, I am confident we have come up with the best possible plan for improving services."

Napa is currently in CALTRANS District 4, the largest in the state. It covers the four North Bay counties as well as Santa Clara, San Mateo, San Francisco and Contra Costa. The district's budget for the current year is \$342 million./Register

NVR

(8.17.00)

Rep.  
(9.6.00)

# Waiting for a train

## Commuter rail connection worth a look

**S**olano County's transportation commission will soon conduct an analysis of rail depots to decide where to place the next three stations, the first of which could be finished and operating in two years. Vacaville needs to throw its hat into the ring.

There are three potential sites for a new train station currently under consideration, one each in the cities of Benicia, Fairfield and Dixon. There is one station already operating in northern Solano County in downtown Suisun City.

It seems odd that one of the likely locations for a new commuter station is the intersection of Cement Hill and Vanden roads, in the city of Fairfield. The Suisun City station, in the old downtown section, is near the city-limit border between the two towns. Why would another be needed so near?

Vacaville City Council had the door opened by the director of Solano Transit Authority at its Aug. 22 meeting. If Vacaville wants to be considered for a train station, it should formally make the request as soon as possible, the council was told.

An update to the 1995 rail

plan for Solano County will soon be under way. So far, the only sites to be analyzed and prioritized are a site along Interstate 680 in Benicia, one in downtown Dixon, and the Vanden-Cement Hill

location, which has stirred some controversy in Fairfield because of fears that it would spur housing growth too close to Travis Air Force Base.

“  
*Why would another be needed so near?*  
”

For some time, Vacaville officials have been told that the Vanden-Cement Hill site is a done deal — no use protesting. Now, it seems, there is room for study and discussion at least.

Any site in Vacaville, where the rails touch the eastern portion of the city, may not be deemed suitable or practical. But that will not be determined until the new rail study is completed.

Commuter rail stations bring visitors and shoppers to a city. They offer some workers an alternative to the congested freeways. And they certainly offer weekend travelers and vacationers a stress-free substitute.

The City Council should let Solano Transit Authorities know a Vacaville site is better than two sites in Fairfield-Suisun.



DATE: September 6, 2000  
TO: STA Board  
FROM: Stacy Medley, Office Manager/Clerk of the Board  
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

**Recommendation:**

The STA Board approves the following attached consent items:

- A. Minutes of Meeting of July 12, 2000
- B. Special Minutes of Jepson Parkway EIS/R Meeting of August 9, 2000
- C. Draft STA TAC Minutes of August 30, 2000
- D. SolanoLinks Marketing Services with Underground Advertising for 2000-01
- E. Project Monitoring Services with Quincy Consulting Services for 2000-01
- F. Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project
- G. Caltrans Functional Road Classification Program
- H. TCI Fund Transfer Agreement for Suisun City Rail Station Parking Improvements



**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
July 12, 2000**

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

Vice Chair Coglianesse called the regular meeting to order at 6:10 p.m. Stacy Medley took attendance and a quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Marci Coglianesse (Vice-Chair)	City of Rio Vista
	Chris Manson	City of Dixon
	Steve Lessler	City of Fairfield
	John Silva	County of Solano
	Mike Segala (Alternate)	City of Suisun City
	Rischa Slade	City of Vacaville
	Pete Rey (Alternate)	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Dan Donahue (Chair)	City of Vallejo
	Jim Sperring	City of Suisun City

**STAFF**

<b>PRESENT:</b>	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
	Janice Sells	STA-Program Manager
	Robert Guerrero	STA-Intern
	Jennifer Tongson	STA-Intern
	Jerry Hobrecht	STA Legal Counsel/Vacaville

**ALSO**

<b>PRESENT:</b>	Ron Hurlbut	City of Fairfield
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo
	Gary Leach	City of Vallejo
	Elizabeth Richards	Solano Commuter Information

Bernice Kaylin  
Bob Grandy  
Mike Davis  
Paul Yoder  
JoAnn Cullom  
Mike Peasy  
RC Slovensky  
Brian Zewe

League of Women Voters-Solano County  
Grandy and Associates  
Jones and Stokes  
Shaw and Yoder, Inc.  
Caltrans  
Caltrans  
Federal Highways Administration  
FHWA

## II. APPROVAL OF AGENDA

At the request of Daryl Halls, Item VIII.E was requested to be presented as the first item following agenda item V.

On a motion by Member Slade with a second by Alternate Member Segala, the STA Board unanimously approved the agenda.

## III. OPPORTUNITY FOR PUBLIC COMMENTS

None.

## IV. EXECUTIVE DIRECTORS REPORT

Daryl Halls provided an update on the following items:

- ◆ State Budget/Transportation Package
- ◆ STA and Caltrans District IV Meeting on Highway Project
- ◆ Jepson Parkway Concept Plan/Special STA Board Meeting on July 19 (if needed)
- ◆ Establishment of Transit Working Groups
- ◆ 2000 STIP Augmentation/2002 STIP
- ◆ Solano Transportation Enhancements Program Criteria
- ◆ Solano Commuter Information Transitions to the STA
- ◆ STA Budget/Annual Audit/Project Development Budget and Projects

## IV. COMMENTS FROM STAFF, CALTRANS, AND MTC

None.

## V. LEGISLATIVE REPORT – STATE BUDGET TRANSPORTATION PACKAGE

Paul Yoder, Shaw and Yoder, Inc. provided an update on the state budget transportation package.

## VI. CONSENT AGENDA

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

- A. **Minutes of Meeting of June 14, 2000**  
**Recommendation:** Approve minutes of the STA Board meeting of June 14, 2000.
- B. **Draft Minutes of June 28, 2000**  
**Recommendation:** Review draft minutes of the June 28, 2000 TAC meeting.

**C. STA Benefits Summary**

Recommendation: Authorize the Executive Director to sign the current year benefits summary package and adjusted salaries for STA employees.

**D. Highway 12 MIS Consultant**

Recommendation: Approve Korve Engineering to prepare the Highway 12 MIS Study for an amount not to exceed \$100,000.

**E. Unmet Transit Needs**

Recommendation: Approve the Unmet Needs Response for 2000-01 through the planning processes of SRTP(s) from Solano's transit operators and the transit element of the Solano County Comprehensive Transportation Plan.

**F. Additional 2000-01 TFCA Request for Electric Charging Stations**

Recommendation: Approve the Resolution and additional funding for the Electric Charging Program from the 1999-00 and 2000-01 TFCA balances.

**VIII. ACTION ITEM – NON FINANCIAL**

**E. SolanoWORKS Transit Study**

Elizabeth Richards, SCI, presented this item. She stated that there are six transportation strategies being considered to improve the Solano County Welfare to Work program. Two other issues involve service to Benicia Industrial Park and expanded Fairfield/Suisun Transit service hours. She explained that staff has been working with MTC to further study potential transit improvements. MTC has set aside funds to offer consultant support if STA agrees to facilitate this effort.

STA staff recommended the STA Board approve collaboration with Solano County Health and Social Services in order to coordinate the planning effort funded by MTC which is to identify, evaluate, and potentially fund transit improvements as an element of SolanoWORKS transportation plan.

On a motion by Member Lessler, and a second by Member Silva, the STA Board approved the recommendation on a 5-1 vote, with Member Manson voting no.

**VII. ACTION ITEMS: FINANCIAL**

**A. 2000 STIP Augmentation Program**

John Harris presented this item. He stated that CTC has released a revised 2000 STIP estimate of \$8.507 million for Solano County. There are currently seven proposed project candidates for this program, with the STA Board expected to approve a final recommendation at the September STA Board meeting.

STA staff recommended the STA Board tentatively approve an allocation of \$3.25 million of 2000 STIP Augmentation Program Funds (2.0 for the Vallejo Waterfront Intermodal Facility and \$1.25 million for the Jepson Parkway – Walters Road segment).

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

**B. Request to Transfer Funds within the State Route 37 Project**

John Harris presented this item. He explained that Caltrans District 4 asked staff to seek STA Board approval to transfer \$600,000 from the Route 37 widening project to the Guadalcanal Village Mitigation project, which is a necessary environmental step for the Hwy 37 project.

STA staff recommended the STA Board approve the project transfer request from Route 37 to the Guadalcanal Village Mitigation project.

On a motion by Member Silva, and a second by Alternate Member Segala, the STA Board unanimously approved the staff's recommendations.

**VIII ACTION ITEMS: NON FINANCIAL**

**A. Schedule for the EIS/R and Public Scoping meeting for the Jepson Parkway Project**

Daryl Halls, along with Mike Davis, Jones & Stokes, presented this item. They explained the environmental process and proposed schedule. They mentioned that a notice of intent will be prepared and a public scoping meeting held for public input.

Mike Davis stated that an initial NEPA MOU was approved last month. He also explained in detail the complete environmental process, which is about to begin.

STA staff recommended the STA Board: 1.) Approve schedule for the Environmental Impact Statement/Report for the Jepson Parkway Project, and 2.) Set date of August 9, 2000 at 6:00 p.m. at the Suisun City Council Chambers for a public hearing on the Public Scoping for the Jepson Parkway Project EIS/R.

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

**B. Transit Working Groups**

Daryl Halls presented this item. He described regional concerns for needed improved transit coordination among the transit operators and for enhanced service and enhanced inter-city transit service. He stated that certain issues are involved with these concerns, and therefore, staff requests the STA Board approve the creation of a North and South Working Group to discuss these issues. The working groups will brainstorm for ideas to improve transit services within their respective areas.

STA staff recommended the STA Board: 1.) Approve the STA's formation of Transit Working Groups for both North and South Solano County with participants and issues, and 2.) Direct staff to provide the STA Board with a status report and any specific transit recommendations by December 2000.

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

### **C. Cordelia Truck Scales Alternatives**

John Harris presented this item. The first PDT meeting was held in May 2000, which is being initiated and funded by Caltrans. STA staff is working with local officials to identify appropriate alternative relocation sites. Staff has met with representatives from the cities of Fairfield, Vacaville, and Solano County to discuss sites on I-80 and Hwy 12.

Member Manson expressed his concern for the alternate sites named in the Dixon area. Due to additional housing in the future, he felt the Dixon location sites were unacceptable.

Ron Hurlbut, City of Fairfield, said that Vacaville was also opposed to the possible site named in the Vacaville area.

John Gray and Board member John Silva, also did not support the idea of relocating the scales, and inquired whether the current location is really a safety issue.

The STA Board asked staff to schedule another special meeting to discuss alternative sites and a variety of issues including land use, safety, congestion, and revenue generation.

On a motion by Member Slade, and a second by Alternate Member Segala, the Board unanimously approved this instruction to the STA staff.

### **D. Solano Transportation Enhancements Program**

Dan Christians presented this item. He stated that the final \$312,000 of TEA-21 funds are available for programming. Staff and the STA TAC have developed a selection criteria for Board consideration, which is broken down by High/Medium/Low priorities. It was proposed that only high priority projects be considered, unless remaining funds are available for medium and low priority projects

STA staff recommended the STA Board approve the selection criteria for prioritizing projects submitted to MTC for the Solano Transportation Enhancements Program.

STA staff recommended the STA Board approve on a 5-1 vote, with Alternate Member Rey voting no.

Member Manson had to depart for another meeting at 7:50 p.m.

### **F. Performance Review of STA's Executive Director**

Vice Chair Marci Coglianese presented this item. She stated that there has been no past adopted performance evaluation process or evaluation form for the Executive Director. She explained a process to the STA Board for consideration and adoption for all future performance evaluations.

STA staff recommended the STA Board approve the recommended subcommittee process, schedule, and form for performing a performance review of the Executive Director.

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

**G. 2000 Legislative Report – SB 1333 and SB 1995**

Daryl Halls presented this item. He reminded the STA Board that the last day for policy committees to meet and report on bills is July 7, and the last day for fiscal committees to meet and report on bills is August 18. He provided an update on SB 1333 (Sher), and the revised SB 1995 (Perata).

STA staff recommended the STA Board approve: 1.) Adopting a position of support for SB 1333 (Sher), and 2.) Revise position of oppose for SB 1995 (Perata) to a position of watch.

On a motion by Member Silva, and a second by Alternate Member Segala, the Board unanimously approved the staff's recommendation.

**F. STA Awards Program**

Janice Sells presented this item. She went over the list of proposed categories for the upcoming STA Awards Ceremony, the location, time and date of the event, along with information on when the nomination requests would go out.

STA staff recommended the STA Board approve the Naval Museum in Vallejo as the location for the 3<sup>rd</sup> Annual STA Awards Banquet and provide input to staff on the proposed timeline and award categories.

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

**IX. INFORMATION ITEMS: (Discussion Necessary)**

**A. Solano County Comprehensive Transportation Plan**

Dan Christians presented information on this item. He stated that all subcommittees have met at least once and provided dates for each of the subcommittees upcoming meetings. He updated the STA Board on what was accomplished at each of the past meetings and what is agendaized for future meetings.

**B. Project Monitoring and Highways Status**

John Harris presented a brief status report. He mentioned that the next critical deadline is 9/30/00, which is the obligation date for TEA-21 pre-cycle projects.

**C. Bay Area Bridge Toll Authority Update**

John Harris presented information on this item. He mentioned that the Carquinez Bridge project is fully funded, but the Benicia Martinez Bridge project is short of funding by approximately \$292 million, which is the amount, needed this year to keep this project on schedule. (Only \$160

million has so far been identified). Currently, BATA is working on a financial plan to identify the remaining funding.

**D. Solano Bikeway Project Update**

Dan Christians presented information on this item. He stated that BAAQMD sent a letter requiring that the Solano Bikeway Project have an awarded bid and have a fully executed construction contract no later than August 15, 2000. He also mentioned that the CTC is expected to approve \$250,000 from Environmental Enhancements Program for this project, which will allow this project to move forward this fall.

**X. INFORMATION ITEMS: (No Discussion Necessary)**

- A. Capitol Corridor Update**
- B. Update of the Regional Transportation Plan**
- C. FY 1999-00 STA Audit Schedule**
- D. Status Budget / Transportation Package**
- E. Rapid Bus Proposal for I-80 Corridor Update**
- F. AB 1012 Working Group Update**

**XII. BOARD MEMBERS COMMENTS**

None.

**XIII. ADJOURNMENT**

The STA Board meeting was adjourned at 8:20 p.m. If necessary, the next STA Special Board meeting will take place on Wednesday, July 19 at 5:00 p.m. at the Suisun City Council Chambers, otherwise, the next regular meeting will be held at 6:00 p.m., Wednesday, September 13, 2000, at the Suisun City Council Chambers.



**JEPSON PARKWAY EIS/R SCOPING MEETING**  
**Minutes of the Meeting of**  
**July 12, 2000**

**J. CALL TO ORDER**

Rischa Slade called this special scoping meeting to order at 7:00 p.m., and introduced the other STA Board Members present (Lessler, Coglianesse, Erickson).

**MEMBERS**

**PRESENT:** Marci Coglianesse, Vice-Chair City of Rio Vista  
Steve Lessler City of Fairfield  
Jim Spring City of Suisun City  
Rischa Slade City of Vacaville  
Don Erickson City of Dixon (Alternate)

**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  
Janice Sells STA- Project Manager

**ALSO**

**PRESENT:** Mike Davis Jones and Stokes  
Susan Lee Jones and Stokes  
Bob Grandy Grandy and Associates  
Mike Lohman Mark Thomas and Co.  
Ron Hurlbut City of Fairfield  
Kevin Daughton City of Fairfield  
Eve Somjen City of Fairfield  
Jane Day City of Suisun City Councilmember  
Jack Batson City of Fairfield Councilmember  
John Casey City of Vacaville  
Mike Duncan City of Suisun City  
Dafney Nixon Old Town Cordelia resident

Lawrence Walsh  
Bobbie Dalton  
Ernest Kimme  
R.C. Slovensky  
Brian Zewe  
Greg Ratliff  
Phyllis Thompson

2416 Cordelia Road  
Walters Road  
Vacaville resident  
FHWA  
FHWA  
Caltrans District 4  
Caltrans District 4

## I. JEPSON PARKWAY SCOPING MEETING

Daryl Halls gave an overview of the Scoping Meeting and introduced R.C. Slovensky, Brian Zewe, Greg Ratliff, Phyllis Thompson, Mike Davis, Bob Grandy, Mike Lohman, and Ron Hurlbut, Kevin Daughton, John Casey, Eve Somjen, and other agency and consultant staff members present.

Bob Grandy made a presentation on the purpose, concept, schedule and alternatives to the project. Her said that all public comments need to be submitted by September 11, 2000.

Mike Davis provided a more detailed presentation on the Scoping Process and NEPA/404 process. He described the various environmental issues that will be studied and described the timeframe to develop the Draft and Final EIS/R.

Then Member Slade opened the meeting for public comments. The following persons spoke:

Dafney Nixon. stated her concerns about increased traffic on Cordelia Road on Highway 12, I-80 and Pennsylvania Avenue; and impacts on Old Town Cordelia. She said that other alternatives should be looked at.

At 7:45 p.m., Rischa Slade noted that with the arrival of Jim Spering, a quorum had been obtained. Marci Coglianese, Vice Chair, then officially called the meeting to order as a Special STA Board meeting. Councilwoman Jane Day (Suisun City) and Councilmember Jack Batson (City of Fairfield) were also introduced.

Lawrence Walsh, stated his concerns about increased traffic flow on Cordelia Road. He expressed a concern that the proposed project would impact I-80/I-680. He said that much of the increased Cordelia traffic is not from Suisun City or Fairfield. He requested a traffic survey be conducted to show where the cars are originating.

Bobbie Dalton, said that much of the traffic on Walters Road is speeding and there is little traffic enforcement. He requested reducing the speed to 35 mph. Mr. Dalton also requested that an alternative alignment be studied to the proposed Walters Road Extension. Steve Lessler asked what alternative alignment he was suggesting, and the response was Huntington Avenue adjacent to the industrial area.

Jane Day, Suisun City Councilmember, said that that a traffic study had been done on Walters Road that indicates that additional congestion will occur after the road improvements are made.

She stated her concerns about road maintenance, police and fire costs. Ms. Day also expressed her concerns about traffic impacts on Cordelia Road, Highway 12 and I-680.

Ernest Kimme, a member of the Orderly Growth Committee, said he is in favor of relieving traffic congestion and safety but that history shows that more traffic will occur as a result of the project. He said that he thinks the study should address land use impacts adjacent to the roadway, provide restrictions on access, provide open space acquisition along the route and avoid the need for future "reliever routes."

There were no additional public comments. Mike Davis reiterated that everyone should write down their comments and submit them by September 11, 2000 and send, fax or e-mail them to the STA. Anyone who would like a Draft EIS/R should check the appropriate box on the comment card.

Daryl Halls thanked everyone for coming. He said that later this fall there would be a community input meeting on the pending Comprehensive Transportation Plan in each of the seven cities. He invited everyone to attend

## **II. ADJOURNMENT**

Marci Coglianese adjourned this special meeting at 8:15 p.m. The next regular meeting will be held at 6:00 p.m., September 13, 2000, at the Suisun City Council Chambers.



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes of the Meeting of**  
**August 30, 2000**

**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:	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Charles Beck	City of Fairfield
	Kevin Daughton	City of Fairfield
	Mike Duncan	City of Suisun City
	Julie Pappa	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Ed Huestis	City of Vacaville
	Mark Akaba	City of Vallejo
	Pam Belchamber	City of Vallejo
	Paul Wiese	County of Solano
	Sandy Catalano	Solano Commuter Information
	Daryl Halls	STA
	Dan Christians	STA
	John Harris	STA
	Janice Sells	STA
	Stacy Medley	STA
	Jennifer Tongson	STA
	Robert Guerrero	STA
	Hilmer Ace Forsen	Caltrans
	Phyllis Thompson	Caltrans – Local Assistance
	Pat Pang	Caltrans
	Alan Eliot	MTC
	Dan O'Brien	YSAQMD
	Ron Milam	Fehrs & Peers

**II. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

No reports from Caltrans or STA staff. MTC reported that there are no unmet needs reported in Solano County this fiscal year.

### **IV. CONSORTIUM UPDATE**

Pam Belchamber provided an update on the consortium meeting, which took place in the a.m. on this date.

### **V. CONSENT CALENDAR**

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of June 28, 2000
- B. SolanoLinks Marketing Services with Underground Advertising for 2000-01
- C. Project Monitoring Services with Quincy Consulting Services for 2000-01
- D. Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project
- E. Review Funding Opportunities Calendar

Janet Koster asked that staff provide additional information on the funding opportunities, requesting that we note if a local match is required.

On a motion by Paul Wiese, County of Solano, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the consent calendar.

### **VI. ACTION ITEMS**

#### **A. Revised 2000 STIP Augmentation Program**

John Harris presented this item. He stated that there were seven candidate projects approved by the STA Board in April. He stated that the original STIP estimate was \$8.5 million, but has increased to \$12.5 million.

Due to the I-80/680 Interchange project and the Hwy 12 Improvements project being included in the Governor's budget, STIP funds are not needed at this time. Also, the I-80 from Vacaville to Dixon project already has funding from Caltrans. The I-80 HOV Lane project and the I-80/I-505 Weave Correction project do not qualify because PSRs are not eligible.

Staff recreated a proposed list of eligible projects for consideration, which went to the STA Board for consideration. The STA Board initially approved the Jepson Parkway (Walters Road) request for \$1.25 million and the Vallejo Waterfront Intermodal Facility project request for \$2 million at the July STA Board meeting,

After a constructive discussion of staff's recommendation, the STA TAC requested that an additional \$600k for the Walters Road segment of the Jepson Parkway. The STA TAC concurred with the balance of staff's recommendations, including another \$.5 million for the Vallejo's W.I.F. Maintenance Facility.

Recommendation: Forward a recommendation to the STA Board approving a revised 2000 STIP Augmentation Program.

On a motion by Paul Wiese, County of Solano, and a second by Mike Duncan, City of Suisun City, the STA TAC unanimously approved the staff recommendation.

**B. I-80/I-680 Interchange and Highway 12 (I-80 to SR 29) Projects Status and Funding Strategies**

Daryl Halls presented this item. He mentioned discussion regarding this item took place in the previous item. He asked that the STA TAC agree to the request to modify the I-80-I-680 project per item A. Caltrans already agreed to go for the ITIP funds for the Highway 12 project

Recommendation: Forward a recommendation to the STA Board approving funding strategy for I-80/I-680 Interchange and Highway 12 (between I-80 and SR 29) per the modified 2000 STIP item.

On a motion by Paul Wiese, County of Solano, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved these recommendations on the bills.

**C. Cordelia Truck Scales**

John Harris presented this item. He stated that the STA Board members were not ready to vote on this issue and requested a special meeting to discuss this issue. They met on 8/23 and reviewed the potential sites. They decided to delay this project until after the I-80/I-680 Corridor Study. Staff is requesting the delay of the PSR on the scales until after the study has been completed. Caltrans has offered to pay for another PSR, and staff is recommending that the alternate PSR involve the I-80/I-505 Weave Correction project in Vacaville.

Recommendation: Advance a recommendation to the STA Board to support postponement of the Cordelia TIF PSR until after completion of the I-80/I-680 MIS.

On a motion by Janet Koster, City of Dixon, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

**D. Travel Safety Plan Status Report**

Robert Guerrero presented this item. He stated that he has been researching the aspects on high accident locations. 72% have funding or are already completed. Staff is looking for new locations to study to incorporate into the 20-Year Comprehensive Transportation Plan.

*Charlie Beck, City of Fairfield, departed at 2:45 p.m., Kevin Daughton stepped up as the representative at that time.*

Recommendation: Forward a recommendation to the STA Board to 1.) Approve the status report for the 1998 Travel Safety Plan; and 2.) Update the travel safety plan and develop new priorities for future safety improvement funding.

On a motion by Janet Koster, City of Dixon, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

#### **E. Project Development Funds for 2000-01**

Daryl Halls presented this item. He stated that there is approximately \$150,000 available currently. He briefed the STA TAC on four projects that staff would like to recommend for funding.

Recommendation: Forward a recommendation to the STA Board to approve the 2000-01 Project Development budget.

On a motion by Paul Wiese, County of Solano, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved the recommendation.

#### **F. 2000-01 Solano Transportation Enhancements Program**

Dan Christians presented this item. He stated that this is the final round for this program, with four eligible projects per the previously developed criteria. Project sponsors met to discuss these projects and decided that the City of Dixon Downtown Dixon Streetscape project (\$237,000) and the City of Suisun City Jepson Parkway Corridor Entry Landscaping project (\$75,000) were the two recommended projects for these funds.

Recommendation: Forward a recommendation to the STA Board to approve two projects for the remaining \$312,000 of 2000-01 funds for the Solano Transportation Enhancements program.

On a motion by Janet Koster, City of Dixon, and a second by Dale Pfeiffer, City of Vacaville, the STA TAC approved the recommendation, with Paul Wiese, County of Solano, voting no.

#### **G. TCI Fund Transfer Agreement for Suisun City Station Parking Improvements**

Dan Christians presented this item. He stated that the TCI funds were set for the lot on the right side of Highway 12, but is now being recommended for the south side of the lot because it is more critical to improve the current lot than build a new lot. This is acceptable with Caltrans.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to finalize the scope and execute a Fund Transfer Agreement with Caltrans for the Suisun City Rail Station Parking Lot Improvements, including project modifications requested by Suisun City.

On a motion by Dale Pfeiffer, City of Vacaville, and a second by Mark Akaba, City of Vallejo, the STA TAC unanimously approved the recommendation.

At this point, Daryl Halls requested that the two items which speakers are present for, be presented at this time.

## **VII. INFORMATION ITEMS**

### **D. Solano County Comprehensive Transportation Plan**

Dan Christians introduced Ron Milam, Fehrs & Peers. He updated the STA TAC on the plan. He explained the intent to look at regional roadways, and mentioned that these tend to get lost in the typical plans. The planning subcommittees' will go to the STA TAC for input and additional suggestions. He also mentioned that traffic counts are currently being updated.

Mark Akaba, City of Vallejo representative departed at 3:23 p.m., Gary Leach stepped up as the Vallejo representative.

### **F. Oleander Trees on I-80**

John Harris introduced Pat Pang, Caltrans, to do a presentation on this item. Mr. Pang introduced his team, who also participates in the study of the tree issue. They explained that Caltrans would like to remove the Oleander trees on I-80 for safety reasons related to Caltrans maintenance workers. The consensus among the STA TAC was that STA needed to develop a policy on this matter.

## **VI ACTION ITEMS (continued)**

### **K. 2000 California Rideshare Week**

Sandy Catalano presented this item. She stated that rideshare week will take place the first week of October. This week is to promote riders to get out of their cars and into vanpooling, carpooling, or transit. The grand prize for this week will be a trip to Australia. For people who complete their forms, they can receive a free transit day on October 5.

Recommendation: Forward 2000 Rideshare Program to the STA Board for review and approval.

On a motion by Paul Wiese, County of Solano, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

### **H. Amendment to Countywide Traffic Model for 2000-01**

Dan Christians presented this item. He stated that the current traffic model is being updated and will come to the STA TAC at next months meeting for review.

Recommendation: Forward a recommendation to the STA Board to approve a \$35,000 contract amendment with the City of Fairfield for countywide traffic modeling assistance during 2000-01.

On a motion by Gary Leach, City of Vallejo, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved the recommendation.

**I. Metropolitan Transportation System (MTS) Update**

Dan Christians presented this item. He stated that there were recent technical changes to go to the consultant. Caltrans requested additional comments, which added nine additional updates.

Recommendation: Forward a recommendation to the STA Board to submit a letter of concurrence on the proposed technical changes to the MTS System.

On a motion by Janet Koster, City of Dixon, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

**J. STA Marketing Program for 2000-01**

Janice Sells presented this item. She explained that back in April 2000, a \$15,000 budget was approved, with a 1999/00 carryover balance of \$14,711 totaling \$29,711. The funds will be used to program to help promote the STA/member jurisdictions, signs for freeways, video, cable advertisements, and other marketing related items that may develop.

Recommendation: Forward a STA Marketing budget to the STA Board for approval.

On a motion by Paul Wiese, County of Solano, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

**L. SolanoLinks Web Site**

Dan Christians presented this item. He stated that the current web site has been updated, though not completed. He mentioned that the project monitoring program information will be added, along with workshop meeting dates, etc. Staff is working to make it more user friendly and informational.

Recommendation: Forward the modified STA website to the STA Board for review and approval.

On a motion by Janet Koster, City of Dixon, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approved the recommendation.

**M. Request for Resolution of Support (Cooperative Agreement Between Caltrans and City of Dixon)**

John Harris presented this item. He stated that City of Dixon has requested that Caltrans enter into a Cooperative Agreement with the City to proceed with needed improvements on State Route 113.

Recommendation: Forward a recommendation of support for a resolution from the STA Board supporting the above-mentioned cooperative agreement.

On a motion by Gary Leach, City of Vallejo, and a second by Michael Throne, City of Benicia, the STA TAC unanimously approve the recommendation.

## **XI. INFORMATION ITEMS**

### **A. 2000 Legislative Report**

Daryl Halls stated that there are no new bills to discuss at this time.

### **B. Request from Cities of Benicia, Dixon and Fairfield for Preliminary Planning and Design Assistance for Capitol Corridor Train Station Improvements**

Dan Christians explained that a request has been made by the cities of Benicia, Dixon and Fairfield for technical assistance. It has been the consensus of the STA TAC to put additional money in for all three cities. Staff supports all three of the requests, but the STA Board will eventually need to rank them.

### **C. Rapid Bus Proposals for I-80 Corridor Update**

John Harris stated that MTC hosted the first planning meeting and that up to \$11 million in PTA funds is available. MTC is also looking for local matches to help offset some of the costs for this proposal.

### **E. Project Monitoring and Highways Status**

John Harris stated that the next deadline is set for September 30, 2000. Project is currently funded at 67%. Phyllis Thompson, Caltrans, provided a more current update indicating that we are now at about obligation.

### **G. Solano Bikeway Update**

Dan Christians explained that City of Vallejo has offered to pay the shortfall on this project. A total of \$820,000 in federal funds has already been obligated. Caltrans is also working on ways to fund the shortfall on this project.

### **H. Highway 12 MIS Study Update**

Dan Christians explained that a meeting is scheduled for Friday, September 1, 2000. He will come back at next months STA TAC meeting to provide them with the specific needs.

### **I. State Budget – Public Transportation Account (PTA) Funds for Local Roads**

John Harris stated that a spreadsheet was provided in the STA TAC packet, which provides information regarding local road maintenance and transit (PTA) funding.

**J. Disadvantaged Business Enterprise Program**

Janice Sells explained that as of 10/1/00, approved DBE reports need to go through Caltrans before federal funds can be used. STA staff is currently working on completing STA goals and methodology for this program.

**XII. ADJOURNMENT**

The meeting was adjourned at approximately 4:43 p.m. The next meeting is scheduled for Wednesday, September 27, 2000 at 1:30 p.m.



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: SolanoLinks Marketing Services with Underground Advertising for 2000-01

**Background:**

During 1999-00 the STA implemented the SolanoLinks Marketing Program under a contract with Underground Advertising. The program was funded with an \$88,000 State Transit Assistance Claim and a \$5,000 contribution from BART. The program included a variety of direct marketing activities including the update of the SolanoLinks transit brochure, laminated transit maps, ads for Citylink Route 30 in the cities of Davis and Dixon, a BARTLinks brochure promoting various Solano transit services to the PacBell Stadium, a special monthly pass holder, an updated architecture to the [www.solanolinks.com](http://www.solanolinks.com) web site, a special 10 free ride coupon for Routes 30, 40, 91 and 92; and a radio ad that ran on KUIC.

**Discussion:**

As part of the 2000 STA Budget, \$160,000 was budgeted for SolanoLinks planning and marketing services. \$90,000 of those funds have been incorporated into the consultant services contract with Wilbur Smith Associates for preparation of the Transit Element of the Solano Comprehensive Transportation Plan. The remaining \$70,000 is available for transit marketing.

Because of the excellent marketing products prepared during the 1999-00 marketing program, it is again proposed that the STA retain Underground Advertising for 2000-01 for \$50,000 to provide the following basic services:

- Update the SolanoLinks Brochure to reflect pending route and transit operator changes.
- Provide additional large size maps of the existing intercity transit network.
- Further update the SolanoLinks web site to incorporate additional information on the Comprehensive Transportation Plan, Intercity Transit, and project monitoring

As an optional item, the consultant would also provide \$20,000 of additional marketing services for specified route schedule changes such as that being proposed later in the fiscal year for Citylink Route 30.

**Fiscal Impact:**

No impact to the STA Operating Budget. This marketing program is part of the SolanoLinks program funded entirely with State Transit Assistance Funds (STAF).

**Recommendation:**

Authorize the Executive Director to approve contract amendment with Underground Advertising to provide \$50,000 of marketing services for 2000-01 with an option for \$20,000 for a special route promotion for Citylink Route 30.



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Project Monitoring Services with Quincy Consulting Services for 2000-01

**Background:**

In February 2000, the STA and the cities of Benicia, Rio Vista, and Suisun City entered into an agreement with Quincy Engineering, Inc. to provide technical assistance in preparing projects for meeting obligation/allocation deadlines and project delivery. The one-year agreement was for a total not to exceed \$40,000 with each agency (including the STA) pledging up to \$10,000 for specified project work.

**Discussion:**

Currently, the STA has utilized approximately \$9,000 of its \$10,000 share for consultant funding. The STA covered most of the start-up costs (i.e. initial meetings) to begin the initial project startup and is now in the process of seeking additional consultant assistance in updating and enhancing an individual project status listing to be used for county-wide project monitoring purposes. John Garlock of Quincy Engineering is currently working with STA staff on this endeavor.

The STA staff is also looking for engineering management consulting for oversight responsibilities on the I-80/I-680 Interchange and Highway 12 projects. These two projects are in the Governor's Traffic Congestion Relief Plan (TCRF) and are also included in Caltrans ITIP proposals. Alan Glen of Quincy Engineering worked on the original Interchange PSR and is available to provide engineering expertise with these projects.

The STA staff is requesting an amendment to the original agreement which would include an additional \$10,000 for continuing project monitoring delivery assistance and a change in the scope to include engineering management consulting for the two highway projects. The STA TAC unanimously voted to recommend support for this request.

**Fiscal Impact:**

\$10,000 is already available in the approved FY2000-01 budget for project monitoring and delivery assistance. (The STA has the option to extend the current contract another year to February of 2001 and has recently requested up to \$25,000 from MTC for future project monitoring and oversight activities). It is expected that the additional \$10,000 will be available from this MTC source.

**Recommendation:**

Authorize the Executive Director to approve an amendment to the Quincy Engineering contract to provide an additional \$10,000 for project monitoring and engineering oversight services in an amount not to exceed \$20,000.



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project

**Background:**

In November 1998, the STA Board approved awarding a contract for mapping to Mark Thomas & Co, for the Jepson Parkway Project with a limit of \$212,950. The original contract was completed at an approved total of \$204,371. In December 1999, the STA Board approved an amendment in the amount of \$20,000 with Mark Thomas to provide updated project cost estimates and some additional aerial photos.

**Discussion:**

Two additional tasks are now needed in order to continue to move the project forward. First of all, an alignment along Air Base Parkway and Peabody Road has been identified as an alternative to the Walters Road extension alignment. The scoping parameters of this Air Base/Peabody alignment would involve an overall review of feasibility, staging, right of way impacts and construction access issues. The purpose of the study is to determine the feasibility of alternative alignment and to document potential fatal flaws with respect to the above issues. The estimated cost to perform this extra work is \$20,000.

The second task involves the completion of a floodplain analysis. Specifically, this requires compliance with Executive Order 11988, which includes the following: (a) determine if the project occurs in a floodplain, (b) review project alternatives to justify project location in floodplain, (c) determine local floodplain protection standards and (d) make design recommendations to minimize impacts to the floodplain. The deliverable for the above will be a single report for the project, which can be used to develop the Notice for Public Circulation as required by EO 11988. The estimated cost to perform this task is approximately \$5,000. (A detailed hydraulic analysis will not be done as part of this task, but will be addressed with a scope and budget request after completion of the floodplain analysis).

On August 30, the STA TAC voted unanimously to recommend support for this contract amendment.

**Fiscal Impact:**

None on the STA General Fund. The \$25,000 allocation will come from a budgeted STIP fund balance of approximately \$126,000.

**Recommendation:**

Authorize the Executive Director to approve an amendment to the contract with Mark Thomas & Co. for a review of the Air Base/Peabody alignment and completion of a floodplain analysis at a cost not to exceed \$25,000.



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Caltrans Functional Road Classification Program

**Background:**

Caltrans maintains a Functional Road Classification System for all Solano jurisdictions. It is used to help define the purpose, mileage and some gas tax formulas for state-funded road maintenance. Recently Caltrans requested all cities and counties to provide updates for this road classification system. Caltrans then makes a determination as to whether the requested changes are consistent with the Highway Functional Classification Concepts, Criteria and procedures developed by FHWA. If the changes are consistent, Caltrans makes the changes to the California Road system maps.

MTC reviews the applications from the jurisdictions. All applications are required to have a letter of concurrence from the STA.

**Discussion:**

In response to a Caltrans request, the cities of Dixon, Vallejo, and County of Solano submitted comments and corrections to the Caltrans Functional Road Classification Program (see attached lists). The STA TAC approved these request on August 30<sup>th</sup>.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to submit letters of concurrence on the proposed changes to the Caltrans Functional Road Classification Program for the Cities of Dixon, Vallejo and County of Solano.

Attachment

Dahms/MTC-00-Dixon  
 August 2, 2000  
 Page 3

Dixon

TABLE 1  
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by <del>Windsor</del> DIXON	Recommended Status by Caltrans
Business Park Dr (East H St to Industrial Wy)	Add	Collector	Collector
Pleasant Run Dr (Rehrmann Dr to West H St)	Local	Collector	Collector
West F St (Pitt School Rd to North First St)	Local	Collector	Collector
Market Ln (Ary Ln to Pitt School Rd)	Local	Collector	Collector
Ary Ln (Market Ln to Pitt School Rd)	Local	Collector	Collector
N. Washington St (West A St to Amesbury Dr)	Local	Collector	Collector
Pembroke Wy (Amesbury Dr to Fountoain Wy)	Local	Collector	Collector
Pembroke Wy (Fountain Wy to Regency Pkwy)	Add	Collector	Collector
Newgate Wy (West H St to Stratford Ave)	Local	Collector	Collector
Fountain Wy (Austin Dr to Regency Pkwy)	Add	Collector	Collector
Bell Dr (Austin Dr to Pembroke Wy)	Add	Collector	Collector
Austin Dr (Fountain Wy to Weigand Way)	Add	Collector	Collector
Weigand Wy (Austin Dr to Regency Pkwy)	Add	Collector	Collector
Alexander Dr (Russell Ln to Austin Wy)	Add	Collector	Collector
Russell Ln (N Lincoln St to Alexander Dr)	Add	Collector	Collector
Little Ln (N Lincoln St to Weigand Wy)	Add	Collector	Collector

Dahms/MTC-00-Dixon  
 August 2, 2000  
 Page 4

Dixon

TABLE 1 (continued)  
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Dorset Dr (Dorset Ct to N First St)	Add	Collector	Collector
Dorset Court (Dorset Dr to N End)	Add	Collector	Collector
N Lincoln St (Stratford Ave to N First St)	Collector	Minor Arterial	Minor Arterial

#### Attachments

- A. Local agency cover letter
- B. Request form/worksheet
- C. Memo of justification
- D. Concurrence (internal/external)
- E. Maps

Note: The cover letter for the City of Dixon also includes justification.

Dahms/MTC-00-Vallejo  
 August 2, 2000  
 Page 3

Vallejo

TABLE 1  
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by <del>Windsor-</del> Vallejo	Recommended Status by Caltrans
Sereno Dr (Tuolumne St to Fairgrounds Dr)	Add	Collector	Collector
Broadway (Marine World Pkwy to Tennessee St)	Other Principal Arterial	Minor Arterial	Minor Arterial
Redwood St (Sacramento St to Sonoma Blvd)	Local	Collector	Collector
Parrot St (Sacramento St to Calhoun St)	Local	Collector	Collector
Calhoun St (Benson Ave to Parrot St)	Local	Collector	Collector
Benson Ave (Calhoun St to Willson St)	Local	Collector	Collector
Wilson Ave (Marine World Pkwy to Tennessee St)	Collector	Minor Arterial	Minor Arterial
Nebraska St (Sacramento St to Mariposa St)	Local	Collector	Collector
Mariposa St (Nebraska St to Tennessee St)	Local	Collector	Collector
Clydesdale Dr (Foothill Dr to Pinto Dr)	Minor Arterial	Collector	Collector
Pinto Dr (Clydesdale Dr to Doncaster Dr)	Minor Arterial	Collector	Collector
Trotter Dr (redwood Pkwy to Darley Dr)	Local	Collector	Collector
Ascot Pkwy (Turner Pkwy to Columbus Pkwy)	Collector	Minor Arterial	Minor Arterial
Redwood St (Ascot Pkwy to Columbus Pkwy)	Collector	Minor Arterial	Minor Arterial
Marin St (Tennessee St to Mare Island Wy)	Local	Collector	Collector
Sacramento St (Tennessee St to Maine St)	Other Principal Arterial	Minor Arterial	Minor Arterial
Alameda (Curtola Pkwy to Solano Ave)	Local	Collector	Collector
Curtola Pkwy (Solano Ave to Lemon St)	Minor Arterial	Other Principal Arterial	Other Principal Arterial

15/MTC-00-Vallejo

August 2, 2000

Page 4

TABLE 1  
CURRENT AND PROPOSED FUNCTIONAL CLASSIFIC (continued)

Street Name	Current Status	Proposed Status by <i>Windsor Vallejo</i>	Recommended Status by Caltrans
Aragon St (Devlin Dr to Columbus Pkwy)	Local	Collector	Collector
Devlin Dr (Keats Dr. to Columbus Pkwy)	Local	Collector	Collector
Greenmont Dr (Devlin Dr to Columbus Pkwy)	Local	Collector	Collector
W. Lincoln Rd (W I-80 onramp to Maritime Academy Dr)	Local	Collector	Collector
E. Lincoln Rd (Magazine St to Sequoia Ave)	Local	Collector	Collector
Southport Wy (Ascot Pkwy to georgia St)	Local	Collector	Collector
Magazine St (Porter St to Sonoma Blvd)	Local	Collector	Collector
Sandy Beach Rd (Sonoma Blvd to Porter St)	Local	Collector	Collector
Maritime Academy Dr (Sonoma Blvd to Country Lane Dr)	Local	Collector	Collector
Pueblo Wy (E Lincoln Rd to Palou St)	Local	Collector	Collector
Robles Rd (Fairhaven Wy to Glen Clove Rd0)	Minor Arterial	Collector	Collector
New Bedford Dr (Pueblo Wy to Glen Clove Pkwy)	Minor Arterial	Collector	Collector
N. Regatta Dr (Glen Cove Pkwy to Sky Glass Pkwy)	Other Principal Arterial	Collector	Collector
South Regatta Dr (Sky Glass Pkwy to Glen Cove Pkwy)	Other Principal Arterial	Collector	Collector
Hiddenbrooke Pkwy (E. I-80 on/off ramp to Songwood Rd)	Add	Minor Arterial	Minor Arterial
Bennington Dr (Hiddenbrooke Pkwy to Songwood Rd)	Add	Collector	Collector
Songwood Rd (Hiddenbrooke Pkwy to Landmark Dr)	Add	Collector	Collector

Dahms/MTC-00-Solano  
August 2, 2000  
Page 3

Solano Co.

TABLE 1  
CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by <i>Windsor Solano County</i>	Recommended Status by Caltrans
<b>Boyce Road</b> (Putah Creek Rd. to Wolfskill Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Bulkley Road</b> (Tremont Rd. to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Canon Road</b> (North Gate Rd to Vanden Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Cantelow Road</b> (English Hills Rd. to Gibson Canyon Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Chadbourne Road</b> (Rockville Road to 0.2 miles south)	Rural Major Collector	Rural Local	Rural Local
<b>Clayton Road</b> (Mankas Corner Rd to Gordon Valley Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>English Hills Rd</b> (Cantelow Rd to Peaceful Glen Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Gordon Valley Rd</b> (Clayton Rd to Napa County line)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Grizzly Island Rd</b> (Hill Slough to Montezuma Slough)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Halley Rd</b> (Wolfskill to Sweeney Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Hawkins Rd</b> (Vacaville City limit to SR 113)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Leisure Town Rd</b> (Vanden Rd to Vacaville City limit)	Rural Major Collector	Rural Other Principal Arterial	Rural Other Principal Arterial

Dahms/MTC-00-Solano

August 2, 2000

Page 4

TABLE 1 (continued)  
CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by Windsor Solano County	Recommended Status by Caltrans
Lewis Rd (Fry Rd to Holdener Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Liberty Island Rd (Rio Vista City Limit to 3.0 miles north)	Rural Local	Rural Major Collector	Rural Major Collector
Magazine St (Gillcrest Ave to Glen Cove Rd) <i>Vjo C/L west of</i>	Urban Local	Urban Collector	Urban Collector
Main Prairie Rd (SR 113 to Pedrick Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Meridian Road North (Sweeney Rd to Allendale Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Meridian Road North (Dixon Ave West to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Montezuma Hills Rd (Birds Landing Rd to Rio Vista City limit)	Rural Local	Rural Major Collector	Rural Major Collector
Old Davis Rd (Tremont Rd to Yolo County Line)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Peabody Rd (Fairfield City limit to Fairfield City limit)	Rural Minor Arterial	Rural Other Principal Arterial	Rural Other Principal Arterial
Peabody Rd (Fairfield City limit to Vacaville City limit)	Rural Minor Arterial	Rural Other Principal Arterial	Rural Other Principal Arterial
Peaceful Glen Rd (English Hills Rd to Timm Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Pedrick Rd (Main Prairie Rd to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Petersen Rd (Suisun City limit to <del>Urban Local</del> <i>Suisun City limit</i> )	Urban Local	Urban Collector	Urban Collector
Petersen Rd (Suisun City limit to Fairfield City limit)	Urban Local	Urban Collector	Urban Collector
Pitt School Rd (Hawkins Rd to Dixon City limit)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Pitt School Rd (Dixon City limit to Sievers Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Rockville Rd (Green Valley Rd to Paseo Arboles)	Rural Local	Rural Major Collector	Rural Major Collector

Dahms/MTC-00-Solano

August 2, 2000

Page 5

*Solano County*

TABLE 1 (continued)  
CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

<b>Runge Rd</b> (Vaughn Rd to Tremont Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Sievers Rd</b> (Halley Rd to Stevenson Bridge Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Sievers Rd</b> (Currey Rd to Pedrick Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Sweeney Rd</b> (Halley Rd to Meridian Road North)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Vanden Rd</b> (Fairfield City Limit to Leisure Town Rd)	Rural Major Collector	Rural Other Principal Arterial	Rural Other Principal Arterial
<b>Vanden Rd</b> (Leisure Town Rd to Vacaville City limit)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Vaughn Rd</b> (Pedrick Rd to Runge Rd)	Rural Local	Rural Major Collector	Rural Major Collector
<b>Winters Rd</b> (Allendale Rd to Yolo County Line)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
<b>Wolfskill Rd</b> (Boyce Rd to Halley Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector

#### Attachments

- A. Local agency cover letter
- B. Request form/worksheet
- C. Memo of justification
- D. Concurrence (internal/external)
- E. Maps



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: TCI Fund Transfer Agreement for Suisun City Rail Station Parking Improvements

**Background:**

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

There has also been some discussion with the City of Suisun City about moving some of these funds to construct parking lot improvements at a vacant Caltrans property, adjacent to the existing park and ride lot on the south side of Highway 12, and acquiring the Solano Garbage Company lot on the north side of Highway 12 at this time requiring some minimal site improvements. Any change in the use of these funds is subject to approval by the STA Board and the Caltrans Intercity Rail program.

**Discussion:**

Caltrans has prepared a Draft "Fund Transfer Agreement" for the expenditure of the \$591,000 of TCI funds. Caltrans has requested that we execute the agreement as soon as possible in order not to jeopardize the funds. The formal agreement is under review by the STA Legal Counsel.

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

Caltrans states that changes to the scope or proposed site location can still be made for the project if they are described at this time when the agreement is being approved and submitted to Caltrans. This project scope, with the changes requested by Suisun City, was approved by the STA TAC on August 30<sup>th</sup>.

**Fiscal Impact:**

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

**Recommendation:**

Authorize the Executive Director to finalize the scope and execute a Fund Transfer Agreement with Caltrans for the Suisun City Rail Station Parking Lot Improvements including project modifications requested by Suisun City.



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Revised 2000 STIP Augmentation Program

**Background:**

In April, the STA Board approved a preliminary list of projects for the 2000 STIP based on an estimated programming amount of \$8.507 million for Solano County. The STA Board approved the following list of project candidates for review:

- 1- I-80/I-680 Interchange
- 2- Jepson Parkway (next segment)
- 3- Highway 12 Improvements (I-80 to Napa County)
- 4- I-80 from Vacaville to Dixon (widening from 6 to 8 lanes; design costs)
- 5- Expand Ferry Commute Service (Maintenance Facility and Waterfront Intermodal Facility)
- 6- I-80 HOV Lane -Fairfield to Vacaville (PSR)
- 7- I-80/I-505 Weave Correction @ Monte Vista, Vacaville (updated PSR)

In July, STA staff provided a status on the eligibility and feasibility of these seven projects for 2000 STIP funding. Relevant information included:

\*Items # 1 and # 3 above were included in the Governor's budget (GTIP) and would not need funding from the 2000 STIP

\*Caltrans already funded Item # 4 in the ITIP for design costs

\*Items # 6 and # 7 were not eligible for STIP funding (PSRs are not eligible for STIP funding)

Subsequently, the STA Board tentatively approved \$1.25 million for the Jepson Parkway (Walters Road segment in Suisun City) and \$2 million for Vallejo's Waterfront Intermodal Facility at the July Board meeting.

**Discussion:**

Since July, several developments have taken place regarding the 2000 STIP. First of all, the fund estimate from the CTC was revised upwards to a total of \$12.54 million for Solano County. (The estimate for the 2002 STIP increased to approximately \$40 million and the estimate for the 2004 STIP rose to approximately \$26 million).

STA staff evaluated the feasibility of proposing a \$1 million match for the Capitol Corridor's Suisun Third Track project out of the 2000 STIP. Theoretically, completion of this \$6.5 million project would expedite the chances of increasing Capitol Corridor service for Solano County. Staff discovered, however, that the Capitol Corridor was not in a position to request ITIP funding (interregional) for the Suisun Third Track at this time, so a proposed STIP match has been set aside. Instead, the STA staff is proposing consideration of allocating \$1 million to Solano's Express Bus proposal. A local match for this proposal not only enhances the project materially (more over-the-road coaches), but adds credibility to Solano's position in requesting capital and operating resources from MTC for the Express Bus proposal. MTC has allocated \$40 million for Express Bus capital and has the potential to allocate up to \$11 million in new operating funds for regional Express Bus service proposals.

The City of Vallejo had originally requested \$3 million for the Waterfront Intermodal Facility. (At the June STA TAC meeting, Vallejo staff indicated that the Intermodal Facility was a priority over the Maintenance Facility). Since the July STA Board meeting, Vallejo has been asked to provide a justification for the third million for the Intermodal Facility. Vallejo has reconsidered its priorities and is now requesting \$500,000 for the Maintenance Facility and \$500,000 to augment the \$2 million already approved by the STA Board (request letter attached).

STA staff has discovered that Planning and Program Monitoring (PPM) expenses are eligible STIP expenses up to .5 % of the total allocation. STA staff is requesting consideration of programming this percentage to provide necessary planning and project delivery assistance. The amount and complexity of STA's current planning and project development activities support the need for this request. MTC has also stated that the STA could use the .5% formula against the 1998 STIP Augmentation. A combination of the 1998 and 2000 STIP allocation net a total of approximately \$121,000 for PPM purposes over the next two years.

Finally, the STA staff recommends that the balance of the 2000 STIP be reserved for the I-80/I-680 Interchange. According to the MTC, unprogrammed balances can be safely reserved for GTIP projects such as the I-80/I-680 Interchange.

On August 30 the STA TAC unanimously supported staff's STIP recommendations with one modification. The TAC requested an additional \$600,000 for the Walters Road segment (Suisun City) of the Jepson Parkway bringing the total for this project to \$1.85 million. \$100,00 of the additional request involves right-of-way acquisition for the County portion of the segment and \$500,000 would be added to the under-funded construction phase, which is scheduled to commence in 2001. (A copy of the proposed and revised 2000 STIP Augmentation project list is attached).

**Recommendation:**

Approve the proposed 2000 STIP Augmentation Program by approving a resolution of local support authorizing the Executive Director to execute and file an application with MTC to program Regional Improvement Program funds into the 2000 Regional Transportation Improvement Program Augmentation.

Attachments

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF LOCAL SUPPORT FOR THE PROGRAMMING BY THE METROPOLITAN TRANSPORTATION COMMISSION OF REGIONAL IMPROVEMENT PROGRAM FUNDS INTO THE 2000 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AUGMENTATION FOR SPECIFIED PROJECTS**

**WHEREAS**, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

**WHEREAS**, as part of that new process, the Metropolitan Transportation Commission (MTC) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(b), for inclusion in the Regional Transportation Improvement Program, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

**WHEREAS**, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the 2000 Regional Transportation Improvement Program Augmentation; and

**WHEREAS**, applications to MTC must be submitted consistent with procedures, conditions and forms MTC provides transportation project sponsors; and

**WHEREAS**, the Solano Transportation Authority (STA) is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

**WHEREAS**, the list of projects for which STA is requesting that MTC program Regional Improvement Program funds for inclusion in the 2000 Regional Transportation Improvement Program Augmentation, and the anticipated project budgets are set forth in EXHIBIT A, which is attached hereto and incorporated herein by this reference; and

**WHEREAS**, Part 3 of the project application, which is attached hereto as EXHIBIT B, and incorporated herein by this reference, includes a certification by STA of assurances required by SB 45 in order to qualify the projects listed in EXHIBIT A for programming by MTC.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Solano Transportation Authority, that the STA authorizes its Executive Director to execute and file an application with MTC to program Regional Improvement Program funds into the 2000 Regional Transportation Improvement Program Augmentation, for the projects and amounts included in EXHIBIT A attached to this Resolution; and

**BE IT FURTHER RESOLVED**, that STA approves the assurances set forth in Part 2 of the project application, and attached to this Resolution as EXHIBIT B; and

**BE IT FURTHER RESOLVED**, that a copy of this Resolution shall be transmitted to MTC in conjunction with the filing of the STA's application referenced herein.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of Directors of the Solano Transportation Authority held on the \_\_\_\_\_ day of \_\_\_\_\_, 2000 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

---

Stacy Medley, Clerk of the Board

**Proposed 2000 STIP Augmentation  
Project List  
(Solano County)**

2000 STIP Funds Available (\$1000's)	\$ 12,540
Advanced Project Delivery Element (APDE) approved in May 1999:	
Jepson Parkway Environmental	\$ (250)
Rio Vista TLC Grant Match	<u>\$ (100)</u>
Available Balance (8/23/00):	\$ 12,190
Jepson Parkway (Walters Rd. ) *	\$ (1,850)
Vallejo Waterfront Intermodal Facility *	\$ (2,500)
Vallejo Ferry Maintenance Facility	\$ (500)
Express Bus Program Match	\$ (1,000)
Planning & Program Monitoring Funds (STA)	<u>\$ (121)</u>
Final balance to be placed in reserve for I-80/I-680 interchange	\$ 6,219

\* Tentatively approved at July STA Board Meeting; the Intermodal Facility was initially approved for \$2.0 million and the Walters Road (Suisun City) segment of the Jepson Partway at \$1.25 million.

**Project Application Part 3:  
CERTIFICATION of ASSURANCES**

The project sponsor certifies that the project for which Regional Improvement Program funding is requested meets the following project screening requirements. Please initial each.

1. The project is eligible for consideration in the RTIP. Pursuant to Streets and Highways Code Section 164 (e), eligible projects include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. \_\_\_\_\_
2. A Project Study Report (PSR) or PSR equivalent has been prepared for the project. \_\_\_\_\_
3. The project budget included in Part 2 of the project application reflects current costs updated as of the date of application and escalated to the appropriate year. \_\_\_\_\_
4. The project is included in a local congestion management program (CMP). (Note: For those counties that have opted out of preparing a CMP in accordance with Government Code Section 65088.3, the project must be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation planning agency.) \_\_\_\_\_
5. Each of the project components will be delivered in the year proposed. \_\_\_\_\_
6. The project is fully funded. \_\_\_\_\_
7. The project sponsor agrees to be available for an audit of STIP funds, if requested. \_\_\_\_\_

The project sponsor also agrees to abide by all rules and regulations applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the project in the STIP. \_\_\_\_\_

These include, but are not limited to:

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. California Transportation Commission (CTC) requirements for transit projects, formerly associated with the Transit Capital Improvement (TCI) program. These include rules governing right-of-way acquisition, hazardous materials testing, and timely use of funds.
3. Federal Transit Administration (FTA) requirements for transit projects as outlined in FTA regulations and circulars.
4. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
5. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity Revision of the State Implementation Plan (SIP).



# CITY OF VALLEJO

OFFICE OF THE CITY MANAGER

555 SANTA CLARA STREET • P.O. BOX 3066 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4575  
FAX (707) 648-4426

August 22, 2000

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

**SUBJECT:** City of Vallejo's Request for STIP Augmentation Funds for Ferry Terminal Intermodal Facility and Baylink Ferry Maintenance Facility

Dear Daryl:

The City of Vallejo is requesting a total of \$3,000,000 in STIP Augmentation Funds for engineering, environmental clearance, and final design work for the Ferry Terminal Intermodal Facility (\$2.5 million) and the Baylink Ferry Maintenance Facility (\$0.5 million).

On April 11, 2000, the Vallejo City Council, as part of a comprehensive evaluation of the City's capital needs, designated the Ferry Intermodal Facility Project the City's highest priority capital project. The Baylink ferry maintenance facility ranked in the top five projects and was the second most important project in the transportation category.

In addition, the City engaged the services of Korve Engineering to develop a multimodal transportation plan that would identify a full range of transportation modes and infrastructure needs in order to meet travel demand over the next twenty years. The intermodal facility was substantiated as the key "short term" capital project essential to accommodate continued growth in Baylink ferry patronage.

In the few years since Vallejo Baylink ferries began expanded operation, Vallejo and Solano County's image to the outside world has improved in measurable ways. Solano County's quality of life has also notched up noticeably. Vallejo Baylink has been described as one of the most successful new transit services in the State. Patronage continues to grow and reached 85,000 in July 2000, up twenty five percent from July 1999. This has led to improved prospects for economic growth as well as revitalization of the City's downtown and waterfront. This has been accomplished through Vallejo's judicious application of \$30 million in federal and state transit grants, so far with no demand on local or countywide funds.

Daryl Halls, Executive Director  
Solano Transportation Authority

SUBJECT: City of Vallejo's Request for STIP Augmentation Funds for Ferry Terminal  
Intermodal Facility and Baylink Ferry Maintenance Facility

August 22, 2000

Construction of the Ferry Intermodal facility, "landside" transit interface facilities, and associated private development is essential if the downtown Vallejo waterfront is to fulfill the City's strategic vision as a central "gateway" to the City of Vallejo, Mare Island, the Napa Valley, and the rest of Solano County. Under these conditions, Vallejo's waterfront transit hub is likely to act as a "tipping point" for increasing Vallejo and Solano County's economic growth beyond what has already been accomplished by expanded Baylink ferry operations. However, Vallejo's strategic vision will never develop in people's minds, and thus the Bay Area economy, until the proposed project replaces the current "sea of automobiles" on the waterfront.

This letter describes Vallejo's request for STIP funding of the proposed Vallejo Ferry Intermodal Facility and the proposed Baylink Maintenance Facility, located at Building 165 on Mare Island. This communication also includes preliminary spreadsheets outlining estimated budgets, requested STIP funds, as well as committed revenue sources for each project.

#### Vallejo Ferry Terminal Intermodal Facility

The proposed project site is located directly across Mare Island Way from the Vallejo Ferry Terminal boarding area. The proposed site is primarily on land owned by the City of Vallejo Redevelopment Agency. Current usage consists of an interim surface parking facility for Baylink ferry patrons and permit parking for downtown businesses.

Elements of the proposed intermodal facility include:

- ◆ 1,400 off-street, structured parking spaces for Baylink ferry patrons
- ◆ Upgrades to landside bus transfer facilities for regional buses and local buses
- ◆ Pedestrian amenity improvements for improved access between the Ferry Terminal, the bus transfer facility, and downtown Vallejo
- ◆ Road improvements to upgrade access to and circulation around the Ferry Terminal intermodal parking structure
- ◆ Possible public/private partnership for "joint development"

The requested \$2,500,000 in STIP Augmentation funds will finance project final engineering and design costs, and required environmental work. Previous alternative &

Daryl Halls, Executive Director  
Solano Transportation Authority

SUBJECT: City of Vallejo's Request for STIP Augmentation Funds for Ferry Terminal  
Intermodal Facility and Baylink Ferry Maintenance Facility

August 22, 2000

conceptual planning has been funded with previous sources and was recently completed. Conceptual design and financial planning is currently underway.

As currently envisioned, the project would consist of a stand-alone 1,400 vehicle parking structure for Baylink ferry patrons and the bus facilities only. During the final conceptual planning and design phase, future integration of the parking structure into a larger joint development project that includes retail, office and residential uses at street level will be studied. Private funding would be used for these additions to the base project.

#### Baylink Ferry Maintenance Facility (Building 165)

The proposed Baylink ferry maintenance facility on Mare Island located at Building 165 is essential to ensuring the future and continued effective operation of the Baylink ferry system.

The proposed project at building 165 consists of:

- ◆ Removal of unneeded facilities and equipment previously used by the U.S. Navy.
- ◆ Heavy maintenance work shops, related equipment, material, and parts storage area.
- ◆ Maintenance and operations offices.
- ◆ Crew locker room and related facilities.
- ◆ Long term fuel storage area.
- ◆ An upgraded maintenance dock and vessel overnight docking facilities.

The requested \$500,000 in STIP Augmentation funds would fund project engineering and design work including seismic retrofit analysis, environmental clearances, development of historic preservation plans consistent with Mare Island Historic Area requirements, as well as final engineering and design work.

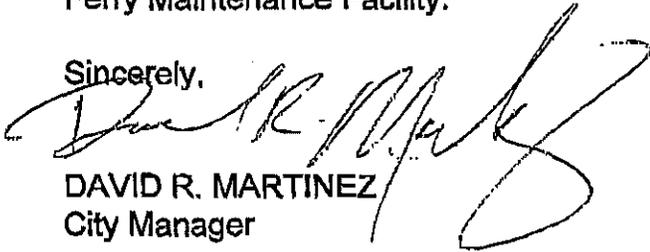
Daryl Halls, Executive Director  
Solano Transportation Authority

**SUBJECT: City of Vallejo's Request for STIP Augmentation Funds for Ferry Terminal  
Intermodal Facility and Baylink Ferry Maintenance Facility**

August 22, 2000

Thank you for your assistance in this matter. If you need more information please give me a call, or contact Pamela Belchamber, the City's Transportation Superintendent at (707) 648-4306 regarding the proposed Vallejo Ferry Terminal Intermodal Facility and Ferry Maintenance Facility.

Sincerely,



DAVID R. MARTINEZ  
City Manager

DRM/pjb

- cc: Dan Donahue, Solano Transportation Authority - Chair  
Mark K. Akaba, Public Works Director  
Gary A. Leach, City Engineer  
Pamela J. Belchamber, Transportation Superintendent  
Al da Silva, Community Development Director  
Craig Whittom, Economic Development Program Manager

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**Vallejo Ferry Terminal Intermodal Facility Cost Estimate**  
 7,400 vehicle parking structure, access improvements, and bus interface facilities

	FUNDING SOURCES*						
	TOTAL	FTA Sec 5	Prop 11E	2000 STIP Aug	City of Vallejo General Funds	Future T&E @	TOTAL
Planning & Preliminary Engineering	\$666,667	<b>\$533,333</b>	<b>\$133,334</b>	\$0	\$0	\$0	\$666,667
Final Engineering & Design/Environ	\$2,500,000	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Land Acquisition	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000
In-Kind Land	\$1,100,000	\$0	\$0	\$0	<b>\$1,100,000</b>	\$0	\$1,100,000
Construction	<b>\$19,500,000</b>	\$0	\$0	\$0	<b>\$6,500,000</b>	<b>\$13,000,000</b>	<b>\$19,500,000</b>
<b>TOTAL</b>	<b>\$24,266,667</b>	<b>\$533,333</b>	<b>\$133,334</b>	<b>\$2,500,000</b>	<b>\$7,600,000</b>	<b>\$13,500,000</b>	<b>\$24,266,667</b>

\* Secured funding sources indicated in **BOLD ITALICS** @ Future STIP and/or FTA earmark

**Baylink Ferry Maintenance Facility (Building 165) Cost Estimate**

	FUNDING SOURCES*								
	TOTAL	2000 STIP Aug	FTA 5307/5309	Toll Bridge Rev Northern - Capital	Net Toll Bridge Rev (AR 1107)	STIP/CMAD	Prop 11E	Future T&E @	TOTAL
Final Engineering & Design/Environ	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Construction	<b>\$4,500,000</b>	\$0	<b>\$1,115,000</b>	<b>\$550,000</b>	<b>\$209,000</b>	<b>\$248,000</b>	<b>\$32,226</b>	<b>\$2,345,774</b>	<b>\$4,500,000</b>
<b>TOTAL</b>	<b>\$5,000,000</b>	<b>\$500,000</b>	<b>\$1,115,000</b>	<b>\$550,000</b>	<b>\$209,000</b>	<b>\$248,000</b>	<b>\$32,226</b>	<b>\$2,345,774</b>	<b>\$5,000,000</b>

\* Secured funding sources indicated in **BOLD ITALICS** @ Future STIP and/or FTA Sec 5309



DATE: September 6, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: I-80/I-680 Interchange and Highway 12 (I-80 to SR 29) Projects Status and Funding Strategies

**Background:**

During the past year, the STA has significantly increased its efforts to address the growing impacts of congestion along its major corridors with a particular focus on the I-80/I-680 interchange. With the recent approval of the 2000/01 State Budget, two STA highway project priorities, the I-80/680 interchange (\$13 million) and Highway 12 between I-80 and SR 29 (\$7 million) received new funding. In preparation for Caltrans District IV's submittal of 2000 ITIP project requests and additional funding opportunities, STA staff has been working with Caltrans to assess the status of both the I-80/I-680 interchange and Highway 12 projects and to develop a coordinated funding strategy to move both projects forward.

**Discussion:**

The following are the proposed funding strategies for the two projects that received funding through the State Budget process, titled the Governor's Transportation Congestion Relief Fund and recently described by Caltrans and California Transportation Commission (CTC) staff as the GTIP.

**I-80/I-680 Interchange Project Summary**

Currently, an average of 170,000 vehicles daily travel through this interchange. This is an estimated 15% increase since 1995 when the average daily trips was 140,000. Previously, \$7 million in 1998 ITIP funds had been programmed for the first segment of this project, the auxiliary lane connecting I-680 to I-80. The STA has been working with Caltrans District IV to accelerate the completion of this project in conjunction with the anticipated completion of the Benicia/Martinez Bridge Project (slated for late in 2003).

This year, \$13 million in new funding for the I-80/I-680 interchange was included in the 2000/01 State Budget as part of Governor Gray Davis' Traffic Congestion Relief Program (TCRF). Caltrans District IV has subsequently submitted an Interregional Transportation Plan (ITIP) request for an additional \$18 million. The California Transportation Commission is scheduled to approve the 2000 ITIP augmentation in November 2000. In addition, STA staff is recommending \$6.2 million be placed in reserve for this project as part of Solano County's 2000 STIP augmentation (see agenda item IX.A). If both recommendations are approved, a collective

total of \$43.2 million in funding would be assembled for this interchange. STA and Caltrans District IV staff are recommending this funding be allocated in the following manner:

Type of Funding	Project Description	Funds
1998 ITIP	Auxiliary Lane Segment	\$ 7 million
2000 GTIP	Environmental and Green Valley Segment and I-80/680 Corridor Study if not funded in ITIP	\$ 13 million
2000 ITIP (requested)	Cost increase/additional scope aux. lane segment	\$ 11 million
2000 ITIP (requested)	Green Valley Segment	\$ 6 million
2000 ITIP (requested)	I-80/680 Corridor Study	\$ 1 million
2000 STIP (recommended)	Reserve I-80/680 – Green Valley or other segments	<u>\$ 6.2 million</u>
		\$44.2 million

In addition to the identified segments, the STA is working with Caltrans and the City of Fairfield to complete an updated project study report (PSR) for the Green Valley segment, and to determine the level of environmental clearance currently in place and additional environmental clearance needed. STA staff is scheduled to meet again with Caltrans on September 7. The STA is also working with Caltrans to develop the necessary CTC application to request the \$1 million for the I-80/I-680 Corridor studies prior to January 2001. The Guidelines for TCRF projects were approved by the CTC on August 23, 2000. The STA staff and Jim Spering are working with MTC to have the I-80/I-680 Interchange project amended into the Regional Transportation Plan as soon as next year.

#### Highway 12 (between I-80 and SR 29)

Prior to this year, no funding had been identified or allocated to this project. A preliminary PSR for environmental has been completed and in recent years Caltrans District IV has tried unsuccessfully to request ITIP funding for environmental. As part of the State Budget and the Governor's TCRF, \$7 million was approved for this project. Caltrans has estimated that \$3 million is needed to fund environmental and an additional \$6 million to fund preliminary design. Caltrans has requested \$7 million in 2000 ITIP augmentation funding to cover the additional \$2 million needed to fully fund preliminary design and to provide \$5 million for the Highway 12 and SR 29 interchange (in Napa County) that has been included with this project. Caltrans is working with the STA and the Napa County Transportation Planning Agency (NCTPA) to modify the project PSR to cover design. Caltrans anticipates the environmental process taking between 2 to 4 years. Staff is working with Caltrans to have the project ready for additional funding consideration either in the 2002 or 2004 STIP and/or ITIP. The following is the STA, NCTPA, and Caltrans staff's recommended funding strategy for Highway 12:

Type of Funding	Project Description	Funding
2000 GTIP	Environmental	\$ 3 million
2000 GTIP	Preliminary design	\$ 4 million
2000 ITIP (requested)	Preliminary design	<u>\$ 2 million</u>
		\$ 9 million

#### Recommendation:

Approve funding strategy for I-80/I-680 Interchange and Highway 12 (between I-80 and SR 29) projects.



DATE: September 6, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Project Development Funds for 2000-01

**Background:**

The Solano Transportation Authority annually adopts a project development budget to provide resources to assist in the implementation of project priorities for the STA and its member agencies. Historically, the STA initially programs the project development budget (September) after approval of the annual budget (April) and then subsequently makes any adjustments or modifications after completion of the annual audit (October). On April 12, the STA adopted its 2000-01 Annual Budget that allocated \$117,936 for project development. A copy of the STA's 1999/2000 Project Development Budget is attached for informational purposes.

**Discussion:**

Based on STA staff's assessment of current project priorities, the following preliminary project development budget is recommended:

1. Comprehensive Transportation Plan	\$57,936
2. Project Monitoring and Technical Assistance Program	\$10,000
3. STA Marketing	\$15,000
4. Modeling	<u>\$35,000</u>
	\$117,936

This recommendation was reviewed and recommended for approval by the STA TAC on August 30. A small amount of additional funding is expected to be available following completion of the STA's annual audit in October. Staff will work with our member agencies to identify additional project development priorities.

**Recommendation:**

Approve the STA's Project Development Budget for 2000/01



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: 2000-01 Solano Transportation Enhancements Program

**Background:**

As part of the 6-year federal TEA-21 program, the STA is responsible for directly programming \$1.512 million of Transportation Enhancement Activity (TEA) funds. To date, all but \$312,000 of these funds have been programmed. On July 12, 2000 the STA Board adopted new selection criteria for evaluating and approving projects submitted for these funds (see attached). These criteria were adopted to make sure these funds are used for the highest priority projects.

**Discussion:**

Under this final cycle, four projects were submitted as follows:

City of Dixon	Downtown Dixon Streetscape	\$250,000
City of Suisun City	Jepson Parkway Corridor Entry Landscaping	\$79,000
City of Vallejo	Sereno Bus Transfer Center	\$88,000
County of Solano	Green Valley Corridor Landscaping	\$50,000
<b>TOTAL</b>		<b>\$467,000</b>

On August 10, 2000 the project sponsors met to discuss the merits of each of these projects based on the STA Board's project selection criteria. On August 31, 2000, the SolanoLinks Transit Consortium (on a vote by of 4-0), and the STA Technical Advisory Committee (on a vote of 6-1- (Solano County against), recommended the following projects for funding:

City of Dixon	Downtown Dixon Streetscape	\$237,000
City of Suisun City	Jepson Parkway Corridor Entry Landscaping	\$75,000
<b>TOTAL</b>		<b>\$312,000</b>

**Fiscal Impact:**

No impact to the STA General fund. All funds are provided from federal TEA-21 enhancement funds.

**Recommendation:**

Approve the Downtown Dixon Streetscape and Suisun City Jepson Parkway Corridor Entry Landscaping projects (in the amounts recommended above for each project) for the remaining \$312,000 of 2000-01 Solano Transportation Enhancements Program funds.

Attachment

# **Solano Transportation Enhancements Program**

## **Project selection Criteria/Priorities**

- High Priority:** Streetscape projects (including landscaping and bike routes) that directly support or provide matching funds for downtown revitalization or redevelopment efforts consistent with the TLC and Solano Transportation Enhancements programs.
- High Priority:** Gateway or streetscape projects (including landscaping and bike routes) that support adopted Corridor Plans or other or countywide transportation plans.
- Medium Priority:** Projects that support pedestrian amenities for intermodal transit villages and transit hubs.
- Medium Priority:** Major bike routes designated in the Countywide Bicycle Plan
- Low Priority:** Landscaping or other eligible enhancements not associated with the above categories

7/12/00



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Amendment to Countywide Traffic Model for 2000-01

**Background:**

Since 1991, the STA has contracted with the City of Fairfield to prepare the Countywide Traffic Model, a requirement of the Congestion Management Program. During 1997-2000, a substantial update to the model was conducted. Besides being a requirement of the Congestion Management Program, the model is also being used for project development purposes by the STA and various agencies.

During 1999-00, the STA authorized a \$25,000 one-year contract (with a one-year option for 2000-01) with the City of Fairfield to complete and utilize the traffic model for various countywide and corridor projects. Caltrans is using the model for long-term traffic projections for the I-80/I-680 auxiliary lanes. The STA is planning to use the model for the traffic analysis sections of the Solano Comprehensive Transportation Plan and the Jepson Parkway EIS/R. Also, the City of Rio Vista has used the model as the basis for the Circulation Element of the new General Plan.

**Discussion:**

The traffic model is currently being reviewed by a technical modeling committee of the STA. The STA Subcommittee on Arterials, Highways and Freeways is expected to review the model at its next meeting to be held during the end of October or early November. Finally, the STA Board will formally review and approve the new model before it is used for any pending plans or projects, probably at the STA Board meeting on November 8.

The model will help our traffic consultant analyze some "what if" scenarios for various transportation issues that will be considered in the new Solano Comprehensive Transportation Plan. Also, it is proposed that the model will eventually become a multi-modal model with the ability to project future demand for intercity bus, rail and ferry services.

**Fiscal Impact:**

The \$35,000 will be provided from the Project Development Fund budgeted for FY 2000-01.

**Recommendation:**

Authorize the Executive Director to approve a \$35,000 contract amendment with the City of Fairfield for countywide traffic modeling assistance during 2000-01.



DATE: September 6, 2000  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: STA Marketing Program for 2000-01

**Discussion:**

As part of the STA Board approval of its annual budget for fiscal year 2000-2001, \$15,000 was approved for marketing. The Board has directed staff to use these funds to inform and educate the general public about both the 20-Year Comprehensive Transportation Plan and the overall STA organization and its activities.

In order to reach a variety of markets, it is important to design various materials suitable for several different media alternatives. The proposed budget is designed to take advantage of the various media opportunities available in Solano County.

**STA Marketing Budget  
Fiscal Year 2000/2001**

**Description**

**Income**

1999/2000 Carryover	\$14,700
2000/2001 Budget	<u>\$15,000</u>
<b>Total Budget</b>	<b>\$29,700</b>

**Expense**

Booth Display Materials	\$ 1,500
Freeway Signs (construction site)	\$ 3,000
Newspaper Ads (community input, etc)	\$ 2,000
Printing (STA brochure, flyers, other)	\$ 5,000
Video	\$ 5,000
Radio	\$ 3,500
Direct Mail (Postage)	\$ 1,000
Cable/PSAs	\$ 6,000
Miscellaneous	<u>\$ 2,700</u>
<b>Total Expense</b>	<b>\$29,700</b>

**Recommendation:**

Approve STA marketing budget for year 2000/2001



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Cordelia Truck Scales

**Background:**

The process for initiating a Project Study Report (PSR) for the Cordelia Truck Inspection Facilities (TIF) began in May with the first Project Development Team (PDT) meeting. In July, STA staff brought a recommendation from the STA TAC to the STA Board to evaluate alternative site locations for the Cordelia TIF on specific stretches of I-80 between Vacaville and Dixon and on Highway 12 between Rio Vista and Suisun City. The STA Board expressed concern over the above-mentioned site recommendations and requested that a separate meeting be held to evaluate the feasibility and desirability of any alternative site for the Cordelia TIF.

**Discussion:**

This meeting was held on Wednesday August 23 with representatives from Caltrans, the CHP, STA, Solano County and the cities of Fairfield, Rio Vista, Vacaville and Dixon in attendance. Issues involving traffic congestion, safety, enforcement, land use and revenue generation were revisited in the discussion. Ultimately, a recommendation was offered that the PSR for the Cordelia TIF should be deferred until after completion of the anticipated Major Investment Study (MIS) of the entire I-80/I-680 interchange. (The MIS is expected to be completed in approximately one year and will involve an evaluation of the Cordelia TIF). There was support among all of the attendees including the STA Board representatives from Dixon, Rio Vista and Solano County to postpone the TIF PSR.

With the anticipated postponement of the PSR for the Cordelia TIF, the STA staff and TAC has requested Caltrans to update the PSR for the I-80/I-505 Weave Correction project in Vacaville as a substitute for this year's PSR resources. This project was one of seven identified for 2000 STIP funding.

**Recommendation:**

1. Approve postponement of the Cordelia TIF PSR until after completion of the I-80/I-680 MIS and, 2.) Support using Caltrans PSR resources for updating the I-80/I-505 Weave Correction PSR this year.



DATE: September 6, 2000  
TO: STA Board  
FROM: Sandy Catalano, SCI  
RE: 2000 California Rideshare Week

**Background:**

The 15<sup>th</sup> annual California Rideshare Week campaign will run from October 2 – 6 this year and will be organized by Solano Commuter Information (SCI) for Solano and Napa counties. Employer packets were mailed the week of August 28<sup>th</sup> and Vanpool packets will go out the week of September 11<sup>th</sup>. This once a year campaign lends the opportunity to reach a broad scope of employers and their employees as well as a vast array of the general public within both Solano and Napa counties. The purpose of this campaign is to provide education on alternative modes of transportation as a means to ease traffic congestion while still experiencing an influx of growth within the counties.

**Discussion:**

SCI is a public agency program and organizes the Solano and Napa countywide California Rideshare Week Campaign each year. The campaign includes local employer outreach via direct mailings and general public outreach through the distribution of pledge cards inserted in newspapers throughout the counties, community and/or employer events, public displays and other means. Our website located at [www.solanolinks.com/kmute800](http://www.solanolinks.com/kmute800) will be updated for California Rideshare Week through a consultant under a 6-month contract. This will enable commuters to complete an application “on-line” and submit their pledge card through SCI’s e-mail address.

SCI provides transit materials and matchlists to all who pledge to try an alternate transportation mode during Rideshare Week. By offering this FREE service, along with FREE transit coupons (for FREE FARE DAYS) to entice “drive alones” to try another way to commute to work, SCI continues to support and promote local transit agencies in conjunction with informing applicants about carpool and vanpool options. Both means help to add new applicants to our database and update existing commute profiles.

Through local transit agencies, free transit tickets are solicited by the Employer Outreach Coordinator (EOC) to be used as prizes after the Rideshare Week Campaign. These transit tickets are awarded through a random drawing from the pledge cards received. Employer sponsorship is actively pursued to secure funds that will be used to purchase additional prizes for

both commuter pledges and an Employer Promotion Coordinator who promoted Rideshare Week at their place of business.

Name recognition is also achieved for SCI through the website and by having our logo on all promotional pieces used during the course of the Rideshare Week Campaign, along with use of an electronic billboard, local radio advertising and press releases.

Events being planned this year during Rideshare Week will include:

- ◆ Monday, October 2 – Capitol Corridor Day – Suisun Amtrak Station
- ◆ Tuesday, October 3 – Baylink Ferry Day – Vallejo Ferry Terminal
- ◆ Thursday, October 5 – Free Transit Fare Day (on specified intercity routes) – VRTC Vacaville
- ◆ Friday, October 6, 10:00 a.m. – Solano Bikeway Groundbreaking, location to be announced

Sponsorship dollars are up this year and employers sound enthusiastic about the campaign. With your participation, California Rideshare Week 2000 should prove to be a great success.

**Recommendation:**

Approve 2000 California Rideshare Week Program for Solano County.



DATE: September 6, 2000  
TO: STA Board  
FROM: Robert Guerrero, Planning Intern  
RE: Travel Safety Plan Status Report

**Background:**

The "Solano Travel Safety Plan" was developed in 1998 through the cooperative efforts of the Travel Safety Subcommittee of the Technical Advisory Committee (TAC). The purpose of the Solano Travel Safety Plan was to identify travel safety deficiencies for certain local intersections and freeway segments in Solano County and recommend a dynamic program of cost-effective travel safety programs and projects. The Safety Plan provided a basis for the Solano Transportation Authority and its member agencies to advocate for different applicable federal and state safety grants.

The recommendations in the Travel Safety Plan were developed from a review of traffic accident data, two separate cycles of project nominations submitted by each of the STA's member agencies, and field studies. Traffic accident data was analyzed for both local roadways and state highways over a three-year period from 1995 through 1997. The traffic accident data indicated the top 40 highest accident intersection locations and demonstrated the highest accident rates for 12 freeway segments throughout the county. The Safety Plan recommended safety remediation measures for the high accident intersection locations and freeway segments by recognizing ongoing safety programs and projects, listing new safety programs or projects, and indicating the proposed safety projects nominated by agencies.

**Discussion:**

Since 1998, 29 of the 40 highest accident locations (72%) have a funded and/or completed project to improve the safety of the intersection. Specifically, 18 intersections throughout the county have a completed safety improvement project and 11 additional intersections are currently funded for improvements. Moreover, out of the 12 freeway segments in the county, 11 have project funding (see attached draft copies of the "Table 1" Intersection and Freeway Segment Status Information and "Table 2" Highway Segment Safety Projects). A proposal by the City of Vacaville for the remaining freeway segment (i.e. I-80/I-505 Weave Correction) will be considered for STIP funds once an updated PSR has been completed.

**Recommendation:**

- 1) Approve the status report for the 1998 Travel Safety Plan.
- 2) Update the Travel Safety Plan and develop new priorities for future safety improvement funding.

Attachments

## 1998 Solano Travel Safety Status Report

### Table 1. Top 40 High Accident Intersection Projects

<i>Intersection</i>	<i>Agency</i>	<i>Type of funds</i>	<i>Project Status</i>	<i>Comments</i>
1. Northgate Road/ Cannon Road	Solano County	Local	Completed	<i>Stop signs added to Northgate and Cannon in 1996</i>
2. Solano Ave/ Mariposa Street	Vallejo	RTSOP	Completed	<i>Added left turn phase, new signal poles, new loops, new controller, and interconnected.</i>
3. SR12/Marina Boulevard	Suisun	Local	Completed	<i>Highway 12 improvements</i>
4. Columbus Parkway/Lake Herman Road	Vallejo	Local	Completed	<i>Added left turn phase and installed new signal</i>
5. Redwood Street/ SR 29 (Sonoma Blvd.)	Vallejo	SHOPP	Completed	<i>Signing and striping improvement</i>
6. Pitt School Road/West A St	Dixon	Local	Completed	<i>Constructed 4-way stop signs</i>
7. Alameda Street / Georgia Street	Vallejo	CMAQ	Completed	<i>Interconnected and replaced old signal head in 1996</i>
8. East 2nd/I-780	Benicia	TEA-21	On Schedule	<i>Install new traffic signal at intersection of E 2nd St and the I-780</i>
9. E. 2nd/ Military E.	Benicia	Local	Completed	<i>New bike lanes and sidewalks</i>
10. Couch/ Redwood	Vallejo	BAAQMD	Completed	<i>left turn phases and added new signal poles, new loops, new controller, and interconnected in 1996</i>
11. SR12/ Sunset	Suisun	Local	Completed	<i>Hwy 12 intersection improvements</i>
12. Meadows/ SR29	Vallejo	----	----	----
13. N. Texas/ E. Tabor	Fairfield	CMAQ	Preliminary engineering	<i>Interconnecting signals along N.Texas</i>
14. Military West/ W. 7th	Benicia	TDA Article 3	Completed	<i>Bike gap closure and signal improvement</i>

<i>Intersection</i>	<i>Agency</i>	<i>Type of funds</i>	<i>Project Status</i>	<i>Comments</i>
15. Broadway/ Tennessee	Vallejo	STP	Completed	<i>left turn phases and added new signal poles, new loops, new controller, and interconnected in 1996</i>
16. Georgia/SR29	Vallejo	----	----	----
17. Pacific / N. Texas	Fairfield	CMAQ	Preliminary design	<i>Interconnect signals along N. Texas St</i>
18 Pennsylvania/Utah	Fairfield	Local	Preliminary construction	<i>Left turn phase off of Pennsylvania</i>
19. Suisun Valley/ Rockville	Solano County	Local	completed in 1996	<i>Signalized intersection</i>
20. Georgia/ 14th	Vallejo	PVEA	Awaiting acceptance	<i>Interconnection and replacement of old signals</i>
21. Texas/Jefferson	Fairfield	-----	-----	----
22. Travis/N. Texas	Fairfield	CMAQ	Funds have been obligated	<i>N. Texas St. right turn at Travis Blvd.</i>
23. Air Base/ Walters	Fairfield	----	----	----
24. Maple/ Springs	Vallejo	CMAQ	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
25. Sereno/Tuolumne	Vallejo	CMAQ	Awaiting acceptance	<i>interconnected &amp; replaced old signal heads</i>
26. Couch/ Valle Vista	Vallejo	BAAQMD	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
27. SR29/SR37	Caltrans	STIP	PA & ED completed; Design in progress	<i>SR37 and SR29 interchange</i>
28. SR 37/ Broadway	Vallejo	CMAQ	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
29. Vanden/ Canon	Solano County	----	----	<i>Part of unfunded segment of Jepson Parkway Project</i>
30. Maine/ SR29	Vallejo	----	----	----
31. E. Tabor/Clav Bank	Fairfield	----	----	----

<b>Intersection</b>	<b>Agency</b>	<b>Type of funds</b>	<b>Project Status</b>	<b>Comments</b>
32. Pintail/Sunset	Suisun	----	----	----
33. Peabody/ Vanden	Fairfield	Local	Under Construction	<i>Traffic signal and road realignment with Cement Hill Rd</i>
34. Union/ Travis	Fairfield	----	----	----
35. Gateway/ Courtyard	Fairfield	Local	Completed	<i>Installed new traffic signal</i>
36. Adm. Callaghan/ Tennessee/ Humboldt	Vallejo	Local	Completed before 1998	<i>Left turn phases.</i>
37. Oakwood/ Tennessee	Vallejo	CMAQ	Added left turn phase.	<i>Awaiting fund acceptance for signal interconnect and replacement of old signal heads</i>
38. Travis/ Pennsylvania	Fairfield	----	----	----
39. Railroad/ Sunset	Suisun	----	----	----
40. Peabody/ Cement Hill	Fairfield	Local	Under construction	<i>Road realignment project with Vanden Rd.</i>

## 1998 Solano Travel Safety Plan Status Report

### Table 2. Highway Segment Project Status

<i>Rank</i>	<i>Highway</i>	<i>Route Segment</i>	<i>Area of Remediation</i>	<i>Project</i>	<i>Approved Funding Source</i>	<i>Project Status</i>
1	SR12	I-80 to Walters Road	I-80 to Rio Vista	Major investment Study (MIS)	SPR Grant	MIS initiated by Caltrans(\$110,000)
2	I-80	Carquinez Bridge to SR37	Carquinez Bridge	Carquinez replacement bridge	Bridge Tolls	Under Construction
			Carquinez Bridge to Highway 37	Pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo	SHOPP	PA & ED completed; Design in Progress
3	SR113	I-80 to SR12	Ulatis Creek Bridge	Replace Ulatis Creek Bridge on Highway 113	SHOPP	PA & ED completed; Design in Progress
4	SR12	Napa County line to I-80	Napa to I-80	EIS study funded for Hwy 12 (Napa CL to I-80). Field Review pending	ITIP	PA & ED completed; Design in Progress
5	I-80	N. Texas St to Alamo Drive	I-80 between north Fairfield and Vacaville	Proposed traffic signal at the EB off-ramp to North Texas	Caltrans/SHOPP; Local	Scheduled for construction in Jan-01
				Upgrade cable median barrier to thrie beam at various locations	Caltrans/SHOPP	Proposed
				Widen Alamo Creek bridge to Lengthen WB on-ramp merge taper	Caltrans/SHOPP	Early planning stage

<i>Rank</i>	<i>Highway</i>	<i>Route Segment</i>	<i>Area of Remediation</i>	<i>Project</i>	<i>Approved Funding Source</i>	<i>Project Status</i>
6	SR12	Walters Road to Rio Vista	Suisun City to Rio Vista	Highway 12 extension of passing lanes between Suisun city and Rio Vista	SHOPP	PA & ED completed; Design in Progress
			Suisun City to Rio Vista	Highway 12 safety improvements between Suisun City and Rio Vista	SHOPP	Environmental Document in progress; Design to begin June 2000
			I-80 to Rio Vista	Major investment Study (MIS) on SR12 from I-80 to Rio Vista	SPR Grant	MIS initiated by Caltrans(\$110,000)
7	I-780	I-80 to I-680	I-80 to I-680	Pavement rehabilitation on I-780 from I-680 to Lemon Street	SHOPP	PS & E being finalize; R/W certification by December 99
			I-80 to I-680	Lengthen merge taper for WB on-ramp from Columbus Parkway	Caltrans	TBD
			Benicia	Installation of freeway barriers	SHOPP	TBD
			Benicia/ Martinez Bridge	Bridge Improvements	Bridge Tolls	Construction to begin in March
			Benicia	Install trafficsignal at WB ramp intersection on East 2nd ST	Caltrans	City of Benicia encroachment permit project pending

<b>Rank</b>	<b>Highway</b>	<b>Route Segment</b>	<b>Area of Remediation</b>	<b>Project</b>	<b>Approved Funding Source</b>	<b>Project Status</b>
<b>8</b>	SR37	Sonoma County Line to I-80	Napa River Bridge to Highway 29	Highway 37 widening (Phased projects)	ITIP (STIP)	PA & ED completed; Design in Progress
			Highway 37/29 interchange	Hwy 37/ 29 interchange improvements	RTIP/ITIP(STIP)	PA & ED completed; Design in Progress
<b>9</b>	I-680	Benicia Bridge to I-80	I-80/I-680 interchange	I-80/ I-680 interchange improvements	STIP	Effort is being made to accelerate auxiliary lane segment to coincide with the opening of Benicia-Mitigation measure; SHOPP funding; a candidate for Design Sequencing program
<b>10</b>	I-80	SR37 to Red Top Road	Red Top Slide (I-80)	Red Top SRoad Remediation	Caltrans/SHOPP	Environmental funded at \$3 M. PS & E funded for \$5 M.
<b>11</b>	I-80	Alamo Drive(Vacaville) to SR113	Vacaville to Dixon	EIS for widening of I-80 from Vacaville to Dixon (6 to 8 lanes)	I-TIP	Environmental funded at \$3 M. PS & E funded for \$5 M.
<b>12</b>	I-505	Yolo County Line to I-80	-----	Proposed I-80/I-505 Weave Correction. Not funded.	----	-----



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Resolution of Support (Cooperative Agreement between Caltrans and City of Dixon)

**Discussion:**

The City of Dixon is requesting that Caltrans enter into a Cooperative Agreement with the City to proceed with needed improvements on State Route 113 (correspondence is attached). The City of Dixon is also requesting that the Solano Transportation Authority Board adopt a resolution in support of the City's request to Caltrans. The STA TAC unanimously supported this request on August 30<sup>th</sup>.

**Recommendation:**

Approve resolution in support of the City of Dixon's request to Caltrans for a Cooperative Agreement needed for improvements on SR 113.

Attachments

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION SUPPORTING THE CITY OF DIXON'S REQUEST TO  
CALTRANS TO ENTER INTO A COOPERATIVE AGREEMENT REGARDING  
IMPROVEMENTS ON STATE ROUTE 113**

**WHEREAS**, State Route (SR) 113 is the primary north/south arterial street in the City of Dixon (DIXON) and bisects DIXON's downtown area; and

**WHEREAS**, the City of Dixon has requested that Caltrans enter into a Cooperative Agreement with DIXON pursuant to which Caltrans would provide partial funding for and allow DIXON to proceed with various improvements on SR 113; and

**WHEREAS**, the various improvements proposed will have a major impact on DIXON's downtown area; and

**WHEREAS**, the various improvements proposed will improve the circulation and mobility of vehicles traveling between SR 12 and Interstate 80; and

**WHEREAS**, the improvements proposed by the City of Dixon are consistent with the STA goals of improving mobility, travel safety and economic vitality.

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of the Solano Transportation Authority, that the STA supports the City of Dixon's request to Caltrans that Caltrans enter into a Cooperative Agreement with the City of Dixon whereby Caltrans would provide partial funding for and allow the City of Dixon to proceed with the proposed improvements to State Route 113.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of Directors of the Solano Transportation Authority held on the \_\_\_\_\_ day of \_\_\_\_\_, 2000 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

\_\_\_\_\_  
Stacy Medley, Clerk of the Board

MAYOR DON ERICKSON  
VICE MAYOR MARY ANN COURVILLE  
COUNCILMEMBER RICHARD L. HUGHES



COUNCILMEMBER CHRIS MANSON  
COUNCILMEMBER GIL VEGA  
CITY TREASURER GARY RIDDLE

AUG 2 RECD

August 1, 2000

Solano Transportation Authority  
333 Sunset Avenue, Suite 200  
Suisun City, CA 94585

ATTN: DARYL K. HALLS, EXECUTIVE DIRECTOR

RE: REQUEST FOR RESOLUTION OF SUPPORT

Dear Daryl:

Enclosed is a copy of a letter the City has sent to Caltrans requesting Caltrans enter into a Cooperative Agreement allowing the City to proceed with numerous, much-needed improvements on State Route (SR) 113. This is the first time in almost thirty years that there is some momentum being generated for the maintenance of SR 113 within the Dixon City Limits.

Since SR 113 is the primary north/south arterial street in the City of Dixon and bisects our downtown area, the scope of work outlined in our letter will have a major impact on our downtown area and will also improve the ride for vehicles traveling between SR 12 and Interstate-80.

These improvements will also enhance the project proposed in the City's pending Transportation Enhancement Grant application which includes streetscape improvements on SR 113 in the core area of downtown Dixon.

On behalf of the City of Dixon, I am requesting that the Solano Transportation Authority Board adopt a Resolution supporting the City's request to Caltrans. Any support your staff can provide during this process would also be greatly appreciated.

Please call Dixon staff member Janet Koster at 707-678-7031, ext. 304, if you have any questions.

Sincerely,

Don Erickson  
Mayor

JK/jk  
00letters/113sta

City of Dixon  
Department of Public Works

600 East A Street • Dixon, California • 95620-3697 PAGE 107  
(707) 678-7030 • FAX (707) 678-7039 • TD (707) 678-1489

MAYOR DON ERICKSON  
VICE MAYOR MARY ANN COURVILLE  
COUNCILMEMBER RICHARD L. HUGHES



COUNCILMEMBER CHRIS MANSON  
COUNCILMEMBER GIL VEGA  
CITY TREASURER GARY RIDDLE

August 1, 2000

Caltrans District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

ATTN: ELEAZAR D. ACADEMIA; TRANSPORTATION ENGINEER

RE: SR 113 (PM 18.4-19.8); LETTER OF COMMITMENT TO ENTER INTO  
COOPERATIVE AGREEMENT

Dear Mr. Academia:

Pursuant to my January 13 letter and your subsequent meeting with City staff, please consider this the City's Letter of Commitment requesting the preparation of a Cooperative Agreement between the City of Dixon and Caltrans for improvements on SR 113. The specific tasks, which were endorsed by the City Council at our July 25 meeting, are listed on the attached matrix and include drainage and ADA ramp improvements, overlaying the pavement, and installing a traffic signal at West A Street.

It is my understanding that Caltrans had planned to overlay this section of roadway as part of a larger project (PM 9.6-19.8) but that environmental studies required for the section outside the City Limits prevent this project from being constructed any sooner than 2002. The project also has not yet been programmed.

Due to the number of projects, the need for coordination between the various projects, and the impacts to adjacent businesses, the City desires to contract for the improvements and to be reimbursed by Caltrans for work within the State right-of-way. Since our projects are all within existing street rights-of-way, the environmental process will be simplified.

Please call Public Works staff member Janet Koster at 707-678-7031, ext. 304, if you have any questions. Your cooperation in this matter is appreciated.

Sincerely,

  
Don Erickson  
Mayor

cc: Senator Johannessen  
Assembly member Thomson  
Harry Yahata, Caltrans District Director  
Bart DeSai, Caltrans District Office Chief  
✓ Daryl K. Halls, Executive Director, Solano Transportation Authority

**City of Dixon**

**Department of Public Works**

600 East A Street • Dixon, California • 95620-3697 **PAGE 108**  
(707) 678-7030 • FAX (707) 678-7039 • TD (707) 678-1489

**SR 113 PROPOSED IMPROVEMENTS  
CITY OF DIXON/CALTRANS COOPERATIVE AGREEMENT**

<u>Task</u>	<u>PM Limits</u>	<u>City share</u>	<u>State share</u>	<u>Total Cost</u>
Storm drainage system	19.08-19.36	642,000	68,000	710,000
ADA ramps	19.08-19.36	72,000	99,000	171,000
Pavement grind & overlay	18.4-19.8	0	600,000	600,000
Traffic Signal	19.29	<u>67,500</u>	<u>67,500</u>	<u>135,000</u>
TOTALS		\$808,500	\$807,500	1,616,000



Photo #1 - PM 18.2 (approx.)  
Solano County, just south of Dixon; No significant cracking or visible pavement damage.



Photo #2 - Near PM 18.95 at Dixon Mayfair (State Facility)



Photo #3 - PM 19.29 at "A" Street



Photo #4 - PM 19.65



Photo #5 - Near PM 19.7  
Note overlay of gutter



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Projects  
RE: SolanoLinks Web Site

**Discussion:**

The STA has maintained the [www.solanolinks.com](http://www.solanolinks.com) web site since 1997-98. Recently, through the assistance of Underground Advertising, the architecture of the entire site has been revised with a new look and some new content (see attached). New information on the Solano Comprehensive Transportation Plan, the Jepson Parkway, Project Monitoring, Ridesharing, Bicycling and Intercity Transit will be provided in the near future.

If STA Board Members have any additional ideas for additional content, staff will work to accommodate those requests.

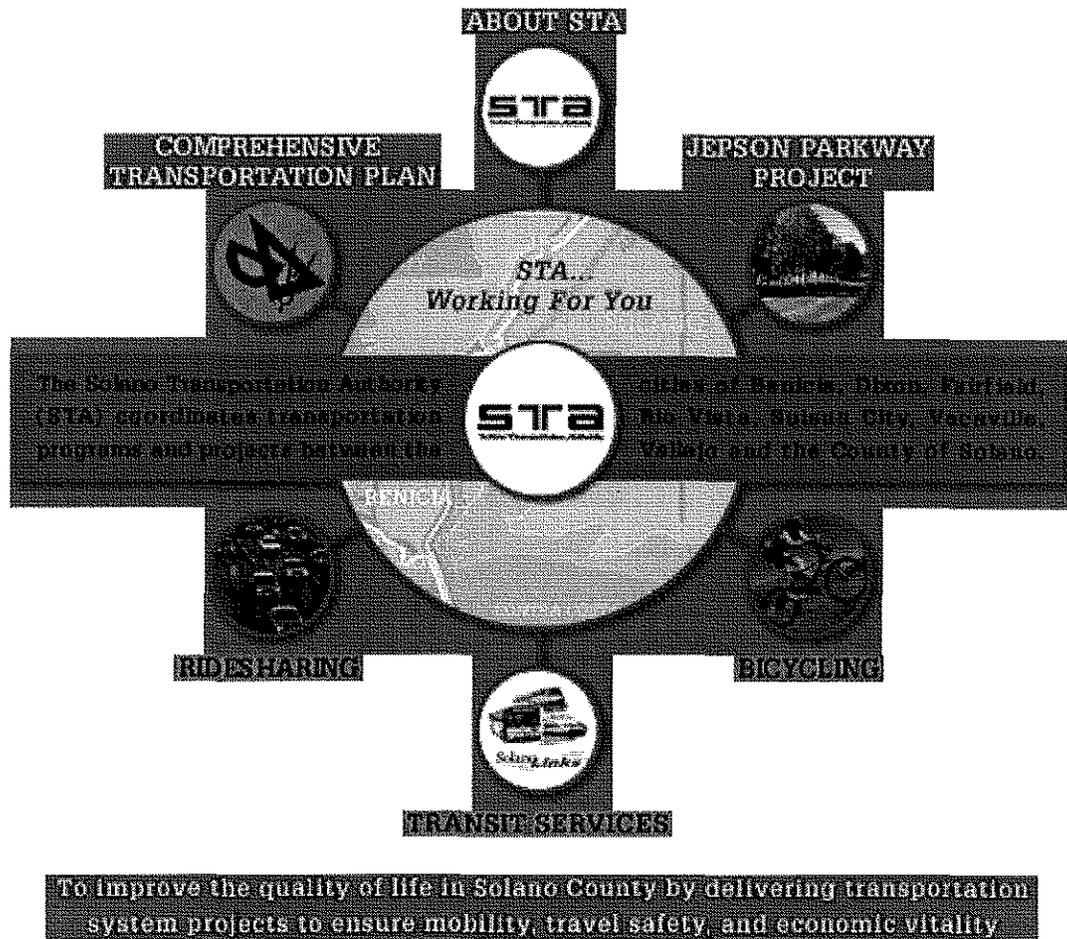
**Fiscal Impact:**

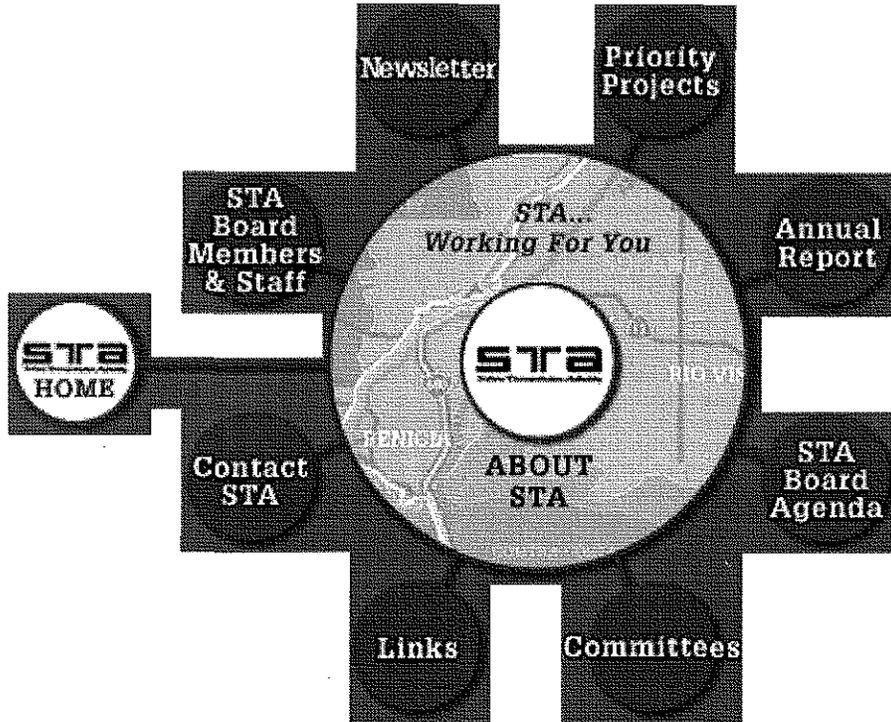
No impact to the STA General Fund. The web site is funded from the SolanoLinks marketing program with State Transit Assistance Funds and the SCI Program Budget.

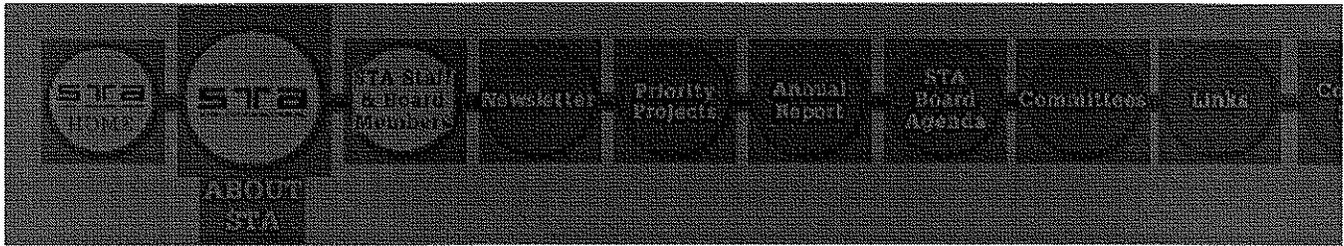
**Recommendation:**

Approve modified STA website.

Attachment







## STA Staff & Board Members

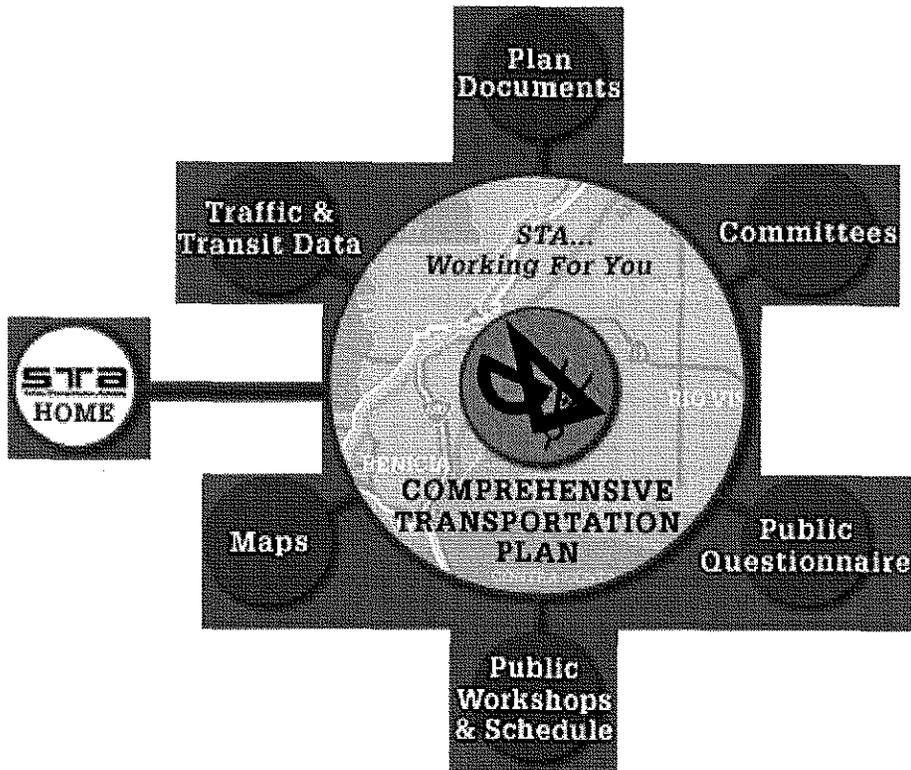
### Board Members

**Dan Donahue, Chair, Vallejo**  
**Marci Coglianesse, Vice Chair Rio Vista**  
**Pierre Bidou, Benicia**  
**Chris Manson, Dixon**  
**Steve Lessler, Fairfield**  
**John Silva, Solano County**  
**Jim Spering, Suisun City**  
**Rischa Slade, Vacaville**

### STA Staff

**Daryl K. Halls, Executive Director: (707) 422-6491**  
**Dan Christians, Deputy Director for Planning: (707) 438-0654**  
**John Harris, Deputy Director for Projects: (707) 438-0653**  
**Janice Sells, Program Manager/Analyst: (707) 438-0655**  
**Stacy Medley, Office Manager: (707) 422-6491**

**Our fax number: (707) 438-0656**





## City Council Presentations/Public Workshops

### Vacaville

- City Council Presentation 8/22/00
- Public Workshop 9/20/00 (6:30 PM)

Ulatis Cultural Center  
1000 Ulatis Drive  
Vacaville

### Solano County

- Board of Supervisors Presentation 9/12/00 (9:00 AM)

### Suisun City

- City Council Presentation 9/19/00
- Public Workshop 10/24/00 (7:00 PM)

Suisun City Hall  
701 Civic Center Drive  
Suisun

### Fairfield

- City Council Presentation 10/17/00
- Public Workshop 11/14/00 (6:30 PM)

Jelly Belly  
2400 N Watney Way  
Fairfield

### Vallejo

- City Council Presentation 9/26/00
- Public Workshop 10/18/00 (6:30 PM)

Amador Cultural Center  
225 Amador  
Vallejo

### Rio Vista

- City Council Presentation 10/5/00
- Public Workshop 10/25/00 (6:30 PM)

Rio Vista City Hall  
1 Main Street  
Rio Vista

## **Dixon**

- City Council Presentation 9/12/00 (7:00)
- Public Workshop 10/19/00 (7:00)

Dixon City Hall  
600 East A Street  
Dixon

## **Benicia**

- City Council Presentation 10/3/00
- Public Workshop 11/1/00 (6:30 PM)

Benicia City Hall  
250 East "L" Street  
Benicia



## Committees

# Members of Solano Comprehensive Transportation Plan Subcommittees

### Transportation Steering Committee

*Major responsibilities: oversight for the Solano Comprehensive Transportation Plan*

**Subcommittee members:**

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

### Transit

*Major responsibilities: buses, rail, ferries*

**Subcommittee members:**

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

### Arterials, Highways, and Freeways

*Major responsibilities: interchanges, major arterials, state highways, freeways*

**Subcommittee members:**

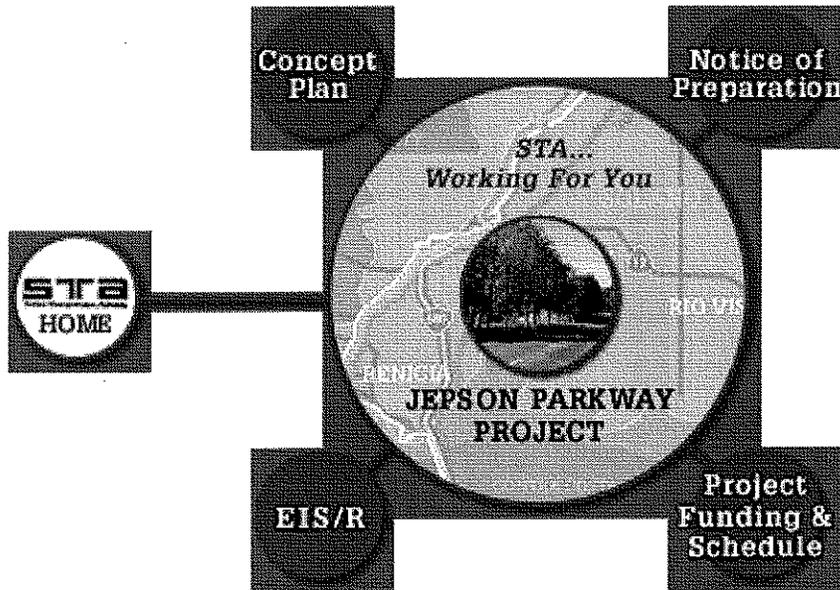
John Silva, Chair, Solano County  
 Chris Manson, City of Dixon  
 George Pettygrove, City of Fairfield (Alternate)  
 Pete Rey, City of Vallejo (Alternate)  
 Steve Messina, City of Benicia (Alternate)

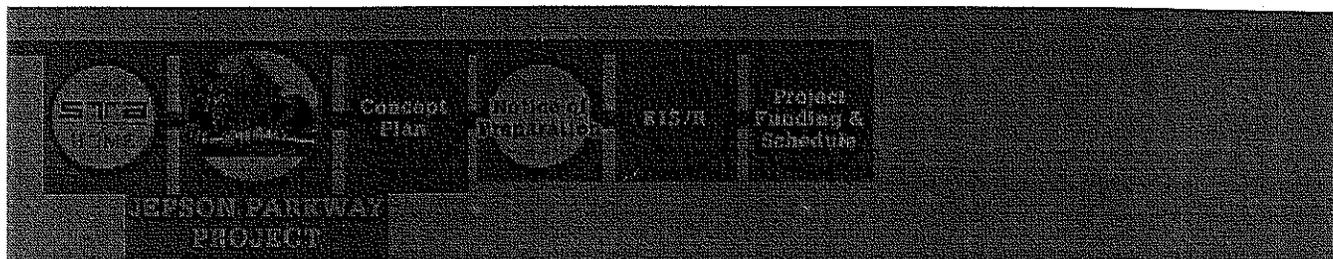
### Alternative Modes

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

**Subcommittee members:**

Marci Coglianesse, Chair, City of Rio Vista  
 Don Erickson, City of Dixon  
 Michael Segala, City of Suisun City  
 Rob Wood, City of Vacaville,





## Notice of Preparation

[Project Location](#)  
[Project Purpose and Need](#)  
[Project Description](#)  
[Alternatives to the Proposed Project](#)  
[Project Schedule](#)  
[EIS/EIR Scope](#)  
[Request for Comments](#)

Solano Transportation Authority (STA) is the lead agency for preparation of a program environmental impact report (EIR), under the California Environmental Quality Act (CEQA), for the Jepson Parkway project. STA proposes construction of a 12-mile-long four-lane roadway using primarily existing local roads between Interstate 80 (I-80) on the North and State Route 12 (SR 12) on the south. The Federal Highway Administration (FHWA) is the lead agency for preparation of a environmental impact statement (EIS) under the National Environmental Policy Act. A joint program EIS/EIR is being prepared for use by STA and FHWA.

STA is requesting your views on the scope and content of the EIS/EIR.

### Project Location

The Jepson Parkway project spans four jurisdictions: the City of Vacaville, Solano County, the City of Fairfield, and Suisun City. The project corridor is generally located south of I-80 between SR 12 at Walters Road, as the southerly terminus, and the Leisure Town interchange to I-80, as the northerly terminus (Figure 1). The project links the existing roadway segments of Walters, Cement Hill, Vanden, and Leisure Town Roads.

### Project Purpose and Need

STA has identified the project purpose and need as follows:

- provide an integrated and continuous route on local roads between Vacaville, Fairfield, and Suisun City, consistent with roadway improvements identified in adopted local plans;
- provide a more direct route for local north-south trips between Vacaville, Fairfield, and Suisun City;
- relieve existing traffic congestion on the I-80 corridor by providing local traffic with a safe, convenient route between Vacaville, Fairfield, and Suisun City;
- improve safety along the project corridor, by the provision of a grade-separated crossing of the Union Pacific Railroad (UPRR) in the City of Fairfield, traffic signals at major junctions along the corridor, and paved roadway shoulders;
- accommodate traffic along the Jepson Parkway corridor associated with future planned growth, as identified in adopted local plans; n enhance multi-modal transportation options

for local trips, including providing a safe and convenient multi-use bike path and increasing transit usage on the Jepson Parkway corridor; and

- utilize existing roadways to the extent possible. In achieving the project purpose and need, STA also strives to: n protect residents living adjacent to roadways in the corridor from the impacts of existing and anticipated future traffic levels;
- improve levels of service (LOS) on roadways in the corridor; n provide attractive streetscape treatments that buffer adjacent land uses from the road and offer aesthetic benefits along the corridor; n improve access for emergency vehicles; and
- implement a corridor management plan.

## Project Description

The Jepson Parkway project implements roadway improvements, approved in locally adopted plans, as a coordinated, integrated effort, rather than in a piecemeal fashion. Through this coordinated effort, the project is intended to improve traffic flow along the entire corridor, provide integrated multimodal options that link existing local and regional facilities and services, and provide an attractive parkway corridor.

STA; the Cities of Suisun City, Fairfield, and Vacaville; and Solano County developed the Draft Jepson Parkway Plan (Moore Iacofano Goltsman, Inc. 2000) to provide a comprehensive strategy for developing the Jepson Parkway project. The concept plan provides guidelines so that the four communities spanned by the project can build their individual segments in a coordinated and integrated fashion. The concept plan includes five elements:

- The Bicycle Element incorporates a 12-mile, continuous multiuse bikepath (for bicyclists and pedestrians) along the corridor with staging areas and rest stops;
- The Landscape Element provides for a consistent streetscape design throughout the 12-mile corridor using native plantings with associated lighting, signage, and gateways at the entrances to each community. This element also includes a strategy to purchase conservation easements or other mechanism to protect the designated Vacaville-Fairfield Greenbelt in perpetuity.
- The Transit Element plans for local and express bus routes, transit stops, connections to the planned multi-modal station in Fairfield, and a park-and-ride lot near I-80.
- The Land Use/Design Guide provides suggestions on how the affected local jurisdictions can ensure that future land uses and development projects are integrated with transit, bicycle and pedestrian opportunities along the corridor.
- The Roadway Phasing and Management Element offers cooperative strategies to ensure smooth traffic flow and coordinated project phasing and future maintenance.

The corridor has been divided into nine segments for funding purposes. The nine segments, from north south, are listed below, together with the jurisdiction in which the segment is located:

- Segment 1: Leisure Town Road from Alamo Drive to Orange Drive (City of Vacaville); This segment contains two distinct roadway cross-sections due to the types of land uses adjacent to the roadway; therefore, it has been divided into Subsegments 1A (Leisure Town Road from Alamo Drive to New Ulatis Creek) and 1B (Leisure Town Road from New Ulatis Creek to Orange Drive).
- Segment 2: Leisure Town Road from Vanden Road to Alamo Drive (City of Vacaville)

- Segment 3: Vanden Road from realignment to Leisure Town Road (Solano County)
- Segment 4: Vanden Road realignment (Solano County)
- Segment 5: Cement Hill Road from Walters Road extension to Peabody Road (City of Fairfield)
- Segment 6: Walters Road and Walters Road extension from Air Base Parkway to Cement Hill Road (City of Fairfield)
- Segment 7: Walters Road from East Tabor Avenue to Air Base Parkway (City of Fairfield)
- Segment 8: Walters Road from Bella Vista Drive to East Tabor Avenue (City of Suisun City)
- Segment 9: Walters Road from SR 12 to Bella Vista Drive (City of Suisun City)

With the exception of Segment 6, the proposed project generally entails providing a four-lane roadway, with landscaped median and Class I bikepath, on the existing roadway alignment. Segment 6, in the City of Fairfield, involves the extension of Walters Road for approximately 5,400 feet, through an undeveloped, privately-owned area, to intersect with Cement Hill Road. Segment 6 would also include construction of an above-grade crossing over the UPRR tracks. The proposed project also includes the provision of landscaped buffers along selected segments and a frontage road on the west side of Segment 8 to protect residents living adjacent to the corridor; noise barriers where they are needed to mitigate noise impacts on existing and proposed sensitive uses, based on local, state, and federal noise standards; traffic signals where warrants are met; and utility improvements.

A program (or first-tier) EIR is being prepared, pursuant to Section 15168 of the State CEQA Guidelines, to analyze the Jepson Parkway in a comprehensive fashion and to ensure consideration of cumulative impacts. A program EIR can be prepared on a series of projects that are related geographically, as is the Jepson Parkway project. At the time that each of the four jurisdictions proposes the individual segments for construction, these segments will be evaluated, in light of the program EIS/EIR, to determine whether additional environmental documentation is needed, consistent with CEQA.

## **Alternatives to the Proposed Project**

STA will consider a number of alternatives to the proposed project on an equal level of detail. These alternatives will be developed during the scoping process for this project. The alternatives are likely to include the following features and concepts:

- a limited expressway that includes grade separations at selected locations;
- bus and high occupancy vehicle (HOV) lanes, in addition to mixed-flow lanes; and
- alternative locations for selected portions of the corridor to reduce environmental impacts associated with the project.

A No-Project Alternative or no build scenario will also be evaluated in the EIS/EIR.

## **Project Schedule**

Environmental documentation is scheduled for completion in 24 months. Funding has been programmed for six of the nine segments. The timeframe for construction of these six segments is 2000-2004.

## EIS/EIR Scope

STA has reviewed the proposed project and found that the environmental analysis for the EIS/EIR should consider the following impacts:

- biological resources, including impacts on special-status species and wetlands;
- land use, including growth inducement, impacts on farmland, and relocation of existing uses;
- public services and utilities;
- noise;
- air quality;
- transportation;
- flooding;
- hazardous materials;
- cultural resources; and
- visual resources.

The completed Preliminary Environmental Study Form for this project is attached. This form is used by FHWA to determine the environmental issues pertinent to this project and to identify technical studies that will need to be completed for the EIS/EIR.

## Request for Comments

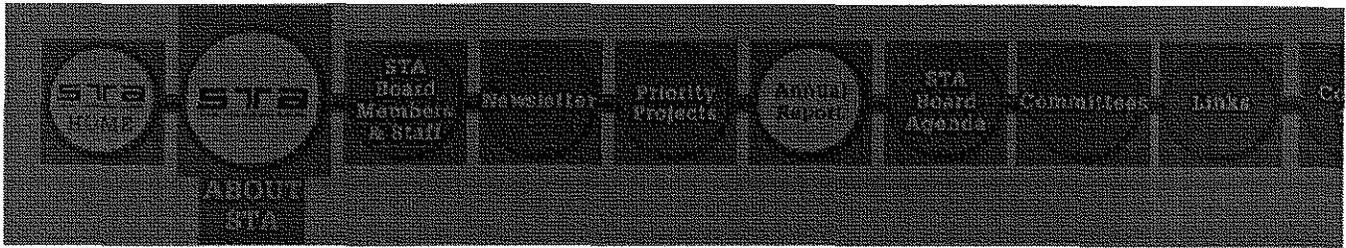
Please review this notice of preparation and send your comments, as to the scope and content of the EIS/EIR, no later than September 11, 2000 to:

Dan Christians  
Solano Transportation Authority  
333 Sunset Avenue, Suite 200  
Suisun City, CA 94585  
Telephone: 707-438-0654  
Fax: 707-438-0656

If you are commenting on behalf of an agency, please provide the name for a contact person in your agency.

A public scoping meeting is scheduled for August 9, 2000 at the Suisun City Hall, 701 Civic Center Boulevard, Suisun City, California, 6:00 p.m., to describe the project, answer questions, and hear public comments regarding the scope of the EIS/EIR.

[BACK TO THE TOP OF THIS PAGE](#)



## STA Annual Report for 1999

January 3, 2000

### Dear STA Member Agencies and Partners:

The Solano Transportation Authority continued to successfully advance numerous transportation projects throughout Solano County through the combined efforts of the STA Board, staff, member agencies and our regional partners.

In April, the STA Board adopted its fourth list of "Priority Projects", which placed a far greater emphasis on the STA for project delivery than ever before. These projects range from completion and implementation of the Jepson Parkway Concept Plan to the timely construction of Highway 37 to the implementation of the Solano Bike Route Plan throughout the county. The range of priority projects highlights the STA's increasing responsibility for county transportation planning, programming and project delivery.

The STA is now poised to develop and plan for a transportation vision for Solano County that builds toward a complete, multi-modal transportation system--regional and local roads, trains, intercity and local buses, bicycles, ferry service and freeways.

The STA is initiating development of a comprehensive transportation plan that will examine Solano County's transportation needs for all modes of transportation, identify project costs and estimate projected revenues for the next 20 years. This two year effort will provide the STA and its member agencies with the framework to develop countywide transportation priorities and objectives which can be balanced with the priorities and needs of our local agencies and the public.

We are fortunate to have you and your agency as a STA partner, and look forward to continue working with you to advance Solano County projects and priorities within the context of a regional system as we enter a new year, decade, century and millennium.

I would like to thank the STA Board, the STA staff and the STA's various advisory committees, and regional and local partners for their continued leadership, efforts, and commitment to furthering Solano County's transportation projects and priorities.

Sincerely,

**Daryl K. Halls**

Executive Director

5/1/00

# Solano Commuter Information (SCI)

Solano Commuter Information (SCI) is a public agency providing free information and services concerning all alternative transportation within Napa and Solano Counties and into surrounding regions.

**1-800-53KMUTE**

Email us at: [kmute800@jccomp.com](mailto:kmute800@jccomp.com)

## **SCI's free services include . . .**

- Individual commuter assistance
- Personalized matchlists ([click here to complete an Application](#))
- Employee commuter surveys
- Worksite events
- Car/Vanpool referrals and formation assistance
- Employer relocation assistance
- Commuter Incentives
- Vanpool leasing company referrals

## **SCI also has information available on . . .**

- **FREE copies of the newly released Solano Countywide Transit Map**
- **Bike to Work Week Planned for May 15-19, 2000**
- Ferry Services
- Park and Ride lots
- Local and regional transit systems
- Commuter bus services
- High occupancy vehicle lanes (HOV/diamond lanes)
- FasTrak
- Capitol Corridor and Amtrak passenger rail services
- Airporters to San Francisco, Oakland and Sacramento
- Bicycle information

Solano Commuter Information Commute Consultants can be reached Monday through Friday, 8:00am - 5:00pm, by calling: 1-800-53KMUTE. After hours and on weekends, leave a message on our self-serve voice mail system and your request will be handled the next business day. You may also use this same 24-hour voice mail system to connect your call directly to a transit operator for immediate assistance.

**1-800-53KMUTE**

## **What's New. . .**

### **Schedule Changes**

Route schedules will be changing for the transportation services within the timeframes as noted below:

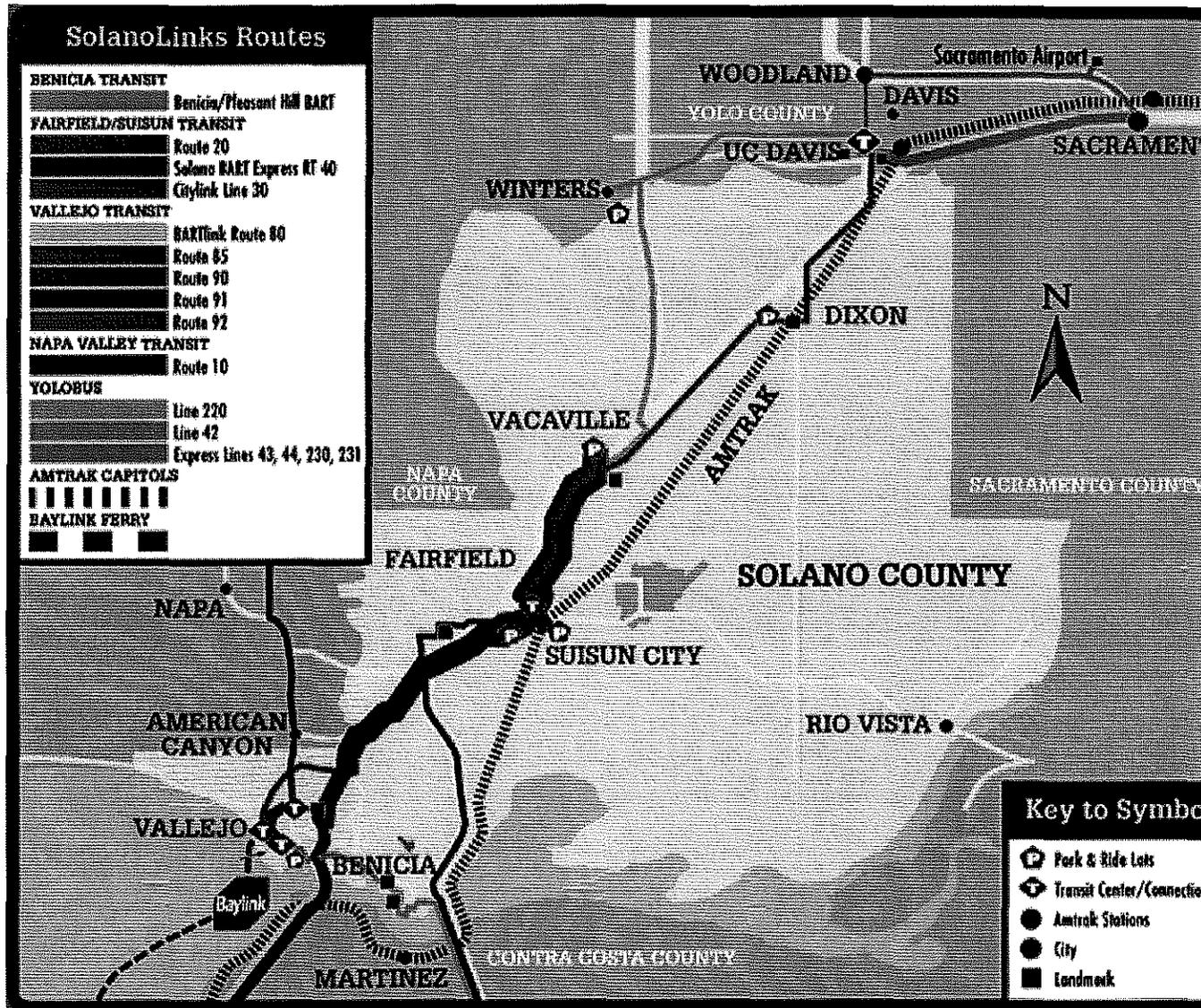
**Baylink Ferry (Vallejo - San Francisco) . . . Dec 6, 1999**  
**Vacaville City Coach . . . . . Jan 3, 2000**

If you would like to receive a copy of either of these schedules when they become available, please e-mail your name and full mailing address specifying which schedule(s) you would like to receive to: [kmute800@jccomp.com](mailto:kmute800@jccomp.com). We will be happy to process your request.

**New Park and Ride for the City of Dixon**

In case you have not yet heard, the City of Dixon has opened their very first park and ride lot. It is located at 1420 Market Lane in the City of Dixon. This new site has 89 free vehicle parking spaces, along with a bus-shelter, lighting and bicycle racks. It is a convenient location for commuters who rideshare (i.e., carpool or vanpool), or desire to take the Citylink Bus. To reach the new Park and Ride lot from I-80, take the Pitt School Road exit south, and make a right on Market Lane.

Updated: 2/00



To download a more detailed version of the above map to view in [Acrobat Reader](#), click here for [map](#).

Click here for further information about [Solano Transit Services](#).

Call \_\_\_\_\_ or e-mail us at [sta\\_danc@pacbell.net](mailto:sta_danc@pacbell.net).



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Solano Comprehensive Transportation Plan

**Discussion:**

***Community Input Process:*** During the past few weeks, each of the STA Board Members, TAC and Consortium members and staff have been actively working on the Community Input Process. This process will involve a presentation before the City Council and a community workshop in each of the seven cities. Most of the events have now been planned (see attached list of pending events). The STA's, Janice Sells, is the staff lead on coordinating the outreach for the plan.

***Transportation Consultant:*** Fehrs & Peers and Associates have been working on the preliminary traffic analysis for the Arterials, Highways and Freeways Element. As part of their work they have prepared a proposed methodology for determining the Level of Service for major road segments and are compiling all current available 24-hour traffic counts for key arterials, highways and freeways. For segments where there are no recent counts, Fehr & Peers may do some additional counts during the next month.

The consultants have also prepared maps showing roadway functional classifications. Once the TAC has approved these maps and methodology, the documents will be submitted to the STA Arterials, Highways and Freeway Subcommittee and STA Board for approval.

***Transit Element Consultant:*** Wilbur Smith and Associates is beginning to collect data on existing transit ridership and costs for various intercity transit routes. During the next week or so, they will be contacting each of the transit operators for information on intercity services.

***Needs Assessment:*** As a result of the recent meetings held with each of the eight STA member jurisdictions, the needs assessments have been further updated and refined. A memo with a standardized, more detailed format for each project and an opportunity to prioritize each project will be sent to each jurisdiction in the next few days. It is requested that all final changes to the needs list be made by each of the jurisdictions and forwarded to the STA by September 30.

***Subcommittees:*** As part of the Comprehensive Transportation Plan, the Alternative Modes subcommittees have met three times and the Transit and Arterial, Highways and Freeways Modes Subcommittees have met twice. The next subcommittee meetings are proposed as follows:

Transit Subcommittee	October (Actual date TBD)
Arterials Subcommittee	Late October/Early Nov. (Actual date TBD)
Alternative Modes Subcommittee	November 17, 3:30 p.m.

**Recommendation:**  
Informational



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Solano Bikeway Update

**Background:**

The Bay Area Air Quality Management District previously sent a letter requiring that this project be awarded a bid and be fully under contract no later than August 15, 2000 in order to retain a \$392,000 Regional Transportation Fund for Clean Air grant. On August 10, 2000, the City of Vallejo opened bids and the lowest bidder was \$1.940 million. On August 22, 2000, the Vallejo City Council fully funded the Solano Bikeway Project with an additional \$353,000 of general funds (with a request to pursue any additional grant funds to offset these local funds). On August 24, 2000 the California Transportation Commission allocated the remaining \$250,000 of Environmental Enhancements Program funds. With these three major grants secured, a construction contract was awarded by the Vallejo City Council on August 29. Caltrans has also issued all necessary permits for project construction.

**Discussion:**

Now that the project is fully funded and all necessary permits have been secured, the following schedule is proposed:

Contract Signed	September 1 - 15
Project Commences	September 30
Groundbreaking	October 6, 10:00 a.m.
Construction	October, 2000 to May, 2001

Although, this schedule will not fully meet the BAAQMD time requirement, the STA is requesting the Air District to allow one additional administrative time extension to September 30 to allow this complex project to get fully underway. STA staff is appreciative of the strong commitment from the STA Board, the TAC, City of Vallejo Caltrans, the, BAAQMD, MTC, CTC, Congressman George Miller's Office and the STA BAC to help make this project a reality.

**Recommendation:**

Informational



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: State Budget – Public Transportation Account (PTA) Funds – Local Roads  
Maintenance Funds

**Discussion:**

Attached is a copy of MTC's synopsis of the Governor's Traffic Congestion Relief Plan dated July 6, 2000. Included in this document are tables displaying the projected distributions of new funds to cities and counties for local streets and roads maintenance for FY01 through FY06. In fiscal year 2000/01, Solano County and local jurisdictions will receive \$4.9 million for road rehabilitation. For fiscal year 2002-2006, the eight agencies will receive \$1.48 million per year and \$7.39 million over the same time period. Also included is a table with the increased amounts of State Transit Assistance funding available to the region through the Public Transit Account (PTA) for FY 02 through FY 06. Based on the revenue for allocating transit funds through the PTA in the Bay Area, Solano's transit operators will receive only \$35,000 of over \$8 million available annually.

**Recommendation:**

Informational

Attachment



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

TO: Legislation Committee

DATE: July 6, 2000

FR: Executive Director

RE: Governor's Traffic Congestion Relief Plan/AB 2928 and SB 406

Governor Davis signed the FY 2000-01 budget on June 30, 2000. This is the first step of three actions to implement the Governor's "Traffic Congestion Relief Plan," which was introduced in April 2000. Two bills, AB 2928 and SB 406, round out a comprehensive statewide transportation investment program by detailing implementation of the Administration's Traffic Congestion Relief Plan and related elements. As you may know, this package was the subject of intense discussion and negotiation between the Legislature and the Administration in the waning days of fiscal year 1999-2000. As reported to the Commission in a memorandum distributed at its June 28<sup>th</sup> meeting, AB 2928 — as a budget trailer bill — contains the details of administering the transportation program, while SB 406 (as a trailer to the trailer) clarified the specific project listings and sponsors eligible for funding for the "Traffic Congestion Relief Fund" (TCRF). Both AB 2928 and SB 406 were signed by the Governor today in San Francisco. While most projects added by the Legislature were left in tact, Governor Davis did use his line-item veto authority to "blue pencil" \$45 million of the proposed \$50 million for seismic retrofit of the Golden Gate Bridge, and \$2 million for service expansion for the Capitol Corridor Intercity Rail service between the Bay Area and Sacramento (\$25 million for capital improvements remains in the enacted bill.) Attachment A contains a summary of the key elements of AB 2928. Attachment B contains a listing of the Bay Area projects and their designated project sponsors. Attachment C presents estimates of programmatic funding for local streets and transit that should be available through the bill.

AB 2928 is complex, and successful implementation of TCRF projects entails several challenges that the Commission and the Bay Area Partnership will need to address over the next several weeks and months. One of the most pressing concerns is that SCA 3, a cornerstone of the Commission's legislative agenda, failed to be included as an element of the overall statewide package. Absent a reasonable option for local agencies to raise transportation funds on their own, finding adequate matching money to fully fund the majority of TCRF projects becomes a major hurdle. An outline of this and other issues is presented below, as a starting point for discussion. Recommendations to deal with these issues

will be central to our upcoming meetings with the Partnership Finance, and Planning and Operations Committees, with subsequent reports to and action by the appropriate Commission committees as needed.

### Implementation Issues for Consideration

1. Future funding issues and requirements. What options do we have for securing local match for partially funded TCRF projects? How will that affect future STIP and federal programming decisions? What local sources might be available, particularly given the failure of SCA 3 to move this session? What other short-term advocacy efforts, if any, do we pursue for projects in the Commission's *Blueprint Phased Implementation Plan* that are not included or underfunded in the final statewide plan hammered out by the Governor and the Legislature?

Some key points to observe here include:

- Flexible federal funds — Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds — are completely programmed through the remainder of TEA-21 in the Bay Area, including the region's share of "revenue aligned budget authority" (RABA) funding. Even if MTC and the Partnership had not concluded the programming of these funds, Commission policy directs the majority of these federal discretionary funds to rehabilitation, maintenance and operations, as opposed to expansion.
- State Transportation Improvement Program (STIP) funds, on the other hand, are oriented to expansion projects, very much like those proposed for the TCRF. The California Transportation Commission (CTC) adopted a new 2000 STIP Fund Estimate in June 2000 which makes \$1 billion statewide available for additional programming between FY 2000-01 and 2003-04. These funds could be directed to match the TCRF projects, if regional/local project priorities align with those of the Administration. As well, the Bay Area and other regions will be gearing up for the 2002 STIP, which could bring roughly \$2 to 3 billion to the table.
- Even if funding is secured for capital projects, the dilemma remains that for transit service expansions (rail, express bus and lifeline services), the question of transit operating funds remains largely unanswered. In addition, the statewide plan only makes limited funds available for local streets and roads rehabilitation, despite the evidence that the backlog is significant, growing and irresolvable absent some type of dedicated revenue source. AB 2928's provision for diverting a portion of the sales tax on gas for five years for these purposes is a start, but falls far short of needs.

- The Blueprint implementation plan sets the stage for our upcoming advocacy in Washington D.C., particularly with respect to discretionary New Starts and bus funding. Recall that Congresswoman Ellen Tauscher explicitly requested the Bay Area to develop the next package of rail/rapid transit agreements to follow the conclusion of the current Resolution No. 1876 agreement. For example, the Blueprint plan proposes New Starts funding for the Muni Metro Central Subway and BART Warm Springs extension after BART-SFO is fully funded. The plan also earmarks significant federal bus discretionary funding for the rapid bus program. A key next step will be to translate these Blueprint projects into Regional Transportation Plan (RTP) commitments once projects secure full funding from federal, state and local sources.
  
  - While the overall statewide transportation package is a significant first step forward, the greater challenge facing this region and the state is the estimated \$118 billion in transportation needs over the next ten years, result of decades of under-investment in California's infrastructure. Our own *Blueprint Phased Implementation Plan* represents only one-tenth of the needs identified in the overall Blueprint inventory. Clearly, the need for other sources, such as local 1/2 cent sales taxes, will also have to be brought to bear. The Commission requested in June that we begin exploring alternative ways to secure the capacity to raise local dollars, anticipating the 2001 state legislative session.
2. Planning studies, project flexibility, RTP incorporation : How do we best coordinate on-going or future studies whose findings will likely have a bearing on the viability of projects targeted for TCRF funding? Who will be responsible for these planning efforts? On what timetable? How do these studies align with the RTP? Will we have the flexibility to direct TCRF funding to alternative projects that would, as result of detailed planning analyses, be better suited to address targeted congestion and mobility needs?
- This topic was a key element of the *Blueprint Phased Implementation Plan*. Major on-going analyses include the Bay Bridge/Transbay and Route 24/Caldecott Tunnel corridors. Several other corridor analyses are included in the TCRF project list.

As outlined in Attachment A, AB 2928 does provide the ability to pursue alternative projects in some circumstances — the need to secure full funding and RTP consistency among them. The Commission and Partnership will have to address how best to take advantage of the 2 year window prior to the TCRF application deadline to fully scope or potentially redefine those projects targeted for state these state funds.

LC Memo/TCRF  
7/6/00  
Page 4

Over the next few weeks, the Partnership and MTC will work together to develop a game plan to respond to these issues.



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Lawrence D. Dahms

LDD/TM/lw/J/Committee/LC/PcktCurr/TCRF  
Attachments

## Attachment A

### Key Elements of AB 2928 (Torlakson)

1. Change in the STIP from 4 years to 5 years, beginning with the 2002 STIP cycle (e.g., August 15, 2001 Fund Estimate).
2. Creation of a separate Traffic Congestion Relief Fund (TCRF), to be continuously appropriated to the Department of Transportation (Caltrans) under the direction of the California Transportation Commission (CTC). Purpose is to fund "Article 5," the projects and programs in the Governor's Plan. Projects are listed with dollar amounts and lead agency sponsors. Note that some changes to this list are contained in SB 406, in effect a trailer bill to AB 2928.
  - Total of \$5.39 billion for the Plan.
  - \$1.5 billion from the General Fund in FY 2000-01.
  - \$0.5 billion from diversion of sales tax on gas, for FY 2000-01.
  - \$678 million from diversion of sales tax on gas, per year for 5 years thereafter, for FY 2001-02 through FY 2005-06.
3. Funding in TCRF to be allocated under direction of the CTC.
  - Guidelines to be developed within 90 days of enactment of AB 2928.
  - Guidelines to address project application criteria, estimates of costs, financial capacity to deliver the project, timely expenditure of funds, and several other administrative requirements.
  - Applications to be made within 2 years. If no application is made, funds may be designated statutorily for another project.
  - Flexibility to be provided under some circumstances. The lead agency may request alternative project if there exist environmental or other implementation problems out of its control, lack of matching funds, inconsistency with regional transportation plan (RTP) jeopardy to delivery of other projects included in the STIP.
  - Alternative project must address same problem, and be within jurisdiction of lead agency; if these conditions are met, CTC shall approve the alternative project.
4. The applications for the project must include scope, costs for distinct phases of the project, sources and timing of all intended funding, and schedule for project completion.
5. The CTC must ascertain consistency of the project with the regional transportation plan before approving an application involving right-of-way or construction (environmental and design studies do not require RTP consistency). Approval of the application will establish the time schedule by fiscal year for implementing the phases of the project, with "timely use of fund" requirements attached to that schedule.
6. Attachment B is a list of projects now in AB 2928 and SB 406, compared to MTC's original *Blueprint Phased Implementation Plan* submittal and the Governor's initial

plan. Some changes were made to Bay Area projects from Governor's original list, and some projects were funded as part of separate FY 2000-01 budget line items. The amount to the region as a whole is \$1.52 billion. Also, clarification of "low emission" vehicle language for the rapid bus program is included in the statute.

7. Sales tax on gas — diversion provisions:

- For FY 2000-01, language redirects sales tax on gas to TCRF, less amount that now goes to the Public Transit Account, Disaster Relief, Public Safety account and other takedowns now stipulated in law, with a cap of \$500 million. Remainder then goes to the General Fund.
- Establishes the "Traffic Investment Fund."
- For FY 2001-02 to FY 2005-06, transfers all sales tax on gas that is stipulated to go to the General Fund (i.e., all sales tax revenue after PTA, Disaster Relief, Public Safety account and other takedowns now stipulated in law), to the "Traffic Investment Fund."
- Split of sales tax on gas transfer per year, for those five years, is as follows:
  - \$678 million to TCRF for Governor's Plan projects.
  - Residual after the \$678 million to be divided:
    - 20% to Public Transit Account, to be split 50% PTA capital, 25% STA revenue and 25% STA population based on existing formula (Streets and Highways Code Section 2105(a) and (b)).
    - 40% to Caltrans for transportation capital improvement projects, subject to "all the provisions governing the State Transportation Improvement Program (STIP)."
    - 40% to cities and counties, 50% each, to be distributed according to gas tax subvention formulas, for local streets and roads maintenance and rehab needs, as defined in the bill. A "maintenance of effort" provision requiring a base level of local general fund contribution, is included as a condition of receiving these state funds.
  - Attachment C contains estimates of Bay Area apportionments under the above splits.

8. Establishes the "fund exchange program" for federal STP and CMAQ funds, allowing swaps of state funds for federal funds, 90 cents to the dollar. Guidelines to be established by the CTC. Exchange may not "compromise other state funded projects or activities."

9. \$400 million from the TCRF to be appropriated in FY 2000-01 to cities and counties for streets and roads purposes, based on the existing gas tax subvention formula (Streets and Highways Code Section 2105(a) and (b)). Maintenance of effort clause included.

Governor's Plan and AB 2928/SB 406 Comparison: Blueprint Projects  
(\$ in millions)

Attachment B

BLUEPRINT TRANSIT PROJECTS	Lead Agency	Blueprint Est. Project Cost	Governor's Plan	AB 2928/SB 406 Version	Net Difference <sup>1</sup>
<b>Phase 1</b>					
Planning Studies	Various	\$55	\$22	\$22	\$0
<b>Phase 2</b>					
Fremont/South Bay Rail					
- Commuter Rail Connection	VTA	\$155	\$35	\$35	\$0
- BART to Warm Springs/San Jose <sup>2</sup>	VTA	\$546	\$725	\$725	\$0
Caltrain Express and Upgrades	Peninsula JPB	\$127	\$127	\$127	\$0
Caltrain Coyote Valley Station/Gilroy Improvements <sup>3</sup>	VTA	\$6	\$80	\$80	\$0
Capitol Corridor Intercity Rail <sup>4</sup>	Caltrans/Capitol Cor. JPA	\$187	\$25	\$25	\$0
Muni Metro Central Subway to Chinatown	SF Muni. Transp. Agency	\$530	\$140	\$140	\$0
BART - Oakland Airport Connector		\$130	\$0	\$0	\$0
ACE Commuter Rail <sup>5</sup>	San Joaquin Reg'l Rail Auth	\$82	\$37	\$37	\$0
Vasona Light Rail Transit Extension <sup>6</sup>	VTA	\$27	\$15	\$15	\$0
Santa Clara Measure B Shortfall: Transit Portion		\$165	\$0	\$0	\$0
Rapid Bus	MTC	\$177	\$40	\$40	\$0
Lifeline Transit		\$9	\$0	\$0	\$0
Rapid Bus/Lifeline Transit Operations		\$385	\$0	\$0	\$0
<b>Transit Projects Subtotal</b>		<b>\$2,581</b>	<b>\$1,246</b>	<b>\$1,246</b>	<b>\$0</b>
<b>BLUEPRINT HIGHWAY PROJECTS</b>					
<b>Part 1 - HOV Gap Closures to Support Rapid Bus</b>					
I-680 Sunol Grade NB HOV lane in Alameda County	Alameda CMA	\$52	\$55	\$60	\$5
I-680 HOV Gap Closure in Alameda County		\$27	\$0	\$0	\$0
I-580 HOV Lanes (Livermore) in Alameda County	Alameda CMA	\$60	\$30	\$25	(\$5)
I-80 NB and SB HOV Lane (Route 4 to Carquinez)		\$31	\$0	\$0	\$0
Rt 4 East from Loveridge to Route 160	CCTA	\$98	\$20	\$39	\$19
US 101 Reversible HOV Lane in Marin County	Marin CMA	\$58	\$15	\$15	\$0
Route 85/US 101 HOV Connectors (Mountain View)		\$25	\$0	\$0	\$0
US 101 HOV from Petaluma to Novato	SCTA	\$175	\$10	\$21	\$11
<b>Part 2 - Other Highway Projects and Bicycle Projects</b>					
Caldecott Tunnel/Corridor Improvements	MTC/Caltrans	TBD	\$20	\$20	\$0
Golden Gate Bridge Seismic Retrofit Phase 3 <sup>7</sup>	GGBHTD	\$108	\$0	\$5	\$5
Doyle Drive Replacement	SFCTA	\$200	\$15	\$15	\$0
US 101 Auxillary Lanes (San Mateo)		\$150	\$0	\$0	\$0
I-80/680 Interchange	Solano Transp. Auth.	\$19	\$13	\$13	\$0
Route 29/Trancas Interchange		\$57	\$0	\$0	\$0
Widen Route 12 from Route 29 to I-80 (Jamison Canyon)	Caltrans	\$14	\$0	\$7	\$7
I-880 Coleman Interchange	VTA	\$49	\$7	\$5	(\$2)
Gap Closures in Regional Bicycle Lane System		\$80	\$0	\$0	\$0
<b>Highway Projects Subtotal</b>		<b>\$1,203</b>	<b>\$185</b>	<b>\$225</b>	<b>\$40</b>
<b>Blueprint Total</b>		<b>\$3,784</b>	<b>\$1,431</b>	<b>\$1,471</b>	<b>\$40</b>
Other Transit Projects		N/A	\$151	\$167	\$16
Other Highway Projects		N/A	\$44	\$52	\$8

Total Net Difference: \$64

<sup>1</sup> Difference between AB 2928/SB 406 and Governor's Plan funding proposals.

<sup>2</sup> BART to San Jose stipulated in Governor's plan and AB 2928/SB 406.

<sup>3</sup> \$5.0 million for Coyote Valley Station included in the State Budget Act.

AB 2928/SB 406 includes \$20 million for improvements to Salinas and \$55 million for improvements to Gilroy.

<sup>4</sup> The governor eliminated \$1.9 million in service expansion for the Capitol Corridor prior to signing AB 2928 and SB 406.

<sup>5</sup> \$36 million for rolling stock acquisition and track upgrade funded in State Budget Act.

<sup>6</sup> This project funded in the State Budget Act for \$36 million; \$1 million included in AB 2928/SB 406 for railroad siding to be managed by Alameda CMA.

<sup>7</sup> The governor reduced a \$50 million legislative augmentation to \$5 million for this project prior to signing AB 2928 and SB 406.

**Governor's Plan and AB 2928/SB 406 Comparison: Other Projects**  
(\$ in millions)

<b>OTHER TRANSIT PROJECTS</b>	<b>Lead Agency</b>	<b>Total Estimated Project Cost</b>	<b>Governor's Plan</b>	<b>AB 2928/SB406 Version</b>	<b>Net Difference<sup>1</sup></b>
Treasure Island Ferry Terminal	Bay Area Water Transit Auth.	\$5	\$2	\$2	\$0
Vallejo Baylink Ferry Boat	City of Vallejo	\$10	\$10	\$5	(\$5)
AC Transit Fuel Cell Buses	AC Transit	\$8	\$8	\$8	\$0
Richmond BART Parking Structure	City of Richmond	\$5	\$5	\$5	\$0
Caltrain Grade Separation at Poplar/25th/Linden Ave.	San Mateo Co. Transp. Auth.	\$34	\$17	\$15	(\$2)
SF Muni Ocean Avenue Light Rail Rehabilitation	SF Muni. Transp. Agency	\$20	\$7	\$7	\$0
North Coast Railroad Rehabilitation Project	North Coast Rail Auth.	\$85	\$65	\$60	(\$5)
Sonoma/Marin Area Commuter Rail Service	Son-Marín Area. Transit Auth.	\$162	\$37	\$37	\$0
BART Seismic Retrofit and Other Improvements	BART	N/A	\$0	\$20	\$20
Balboa Park BART station expansion	BART	N/A	\$0	\$6	\$6
Union City Pedestrian Bridge	City of Union City	N/A	\$0	\$2	\$2
<b>Total Transit Projects</b>		<b>\$329</b>	<b>\$151</b>	<b>\$167</b>	<b>\$16</b>

<b>OTHER HIGHWAY PROJECTS</b>		<b>Total Estimated Project Cost</b>	<b>Governor's Plan</b>	<b>AB 2928/SB406 Version</b>	<b>Net Difference</b>
US 101/Route 87 NB Lane in Santa Clara	VTA	\$20	\$7	\$5	(\$2)
US 101 Widen from 4 to 8 lanes in Santa Clara	VTA	\$80	\$25	\$25	\$0
Vasco Road and Transit Enhancements	Alameda CMAA	\$22	\$11	\$11	\$0
I-880/I-680 Interchange - Major Investment Study	MTC	\$1	\$1	\$1	\$0
Route 85/87 Interchange Completion	City of San Jose	N/A	\$0	\$4	\$4
Route 101/Steele Lane Interchange <sup>2</sup>	Caltrans/SCTA	N/A	\$0	\$6	\$6
<b>Total Highway Projects</b>		<b>\$123</b>	<b>\$44</b>	<b>\$52</b>	<b>\$8</b>

<sup>1</sup> Difference between AB 2928/SB406 and Governor's Plan proposals.

<sup>2</sup> This project added by SB 406.

Attachment C

Estimates of Streets/Roads and Transit Funding under AB.2928

**AB 2928 (Torlakson)**  
**Bay Area Estimated Funding Distribution**  
**FY 2000-2001 Funding Distribution**

General Fund Transfer - Statewide		\$400,000,000
Distribution of Streets and Roads Portion - Statewide		
50% to counties		\$200,000,000
-of which 75% vehicle registration	\$150,000,000	
-of which 25% is based on county roads	\$50,000,000	
50% to cities based on population		<u>\$200,000,000</u>
<b>Total Funds</b>		<b>\$400,000,000</b>

Total Bay Area Funding County Road Share	75% Based on Vehicle Registration	25% Based on County Roads	Total
Alameda	\$6,564,962	\$356,162	\$6,921,124
Contra Costa	\$4,567,769	\$552,182	\$5,119,950
Marin	\$1,342,038	\$314,474	\$1,656,511
Napa	\$689,902	\$336,481	\$1,026,383
San Francisco	\$2,701,089	\$636,283	\$3,337,372
San Mateo	\$4,197,356	\$236,803	\$4,434,160
Santa Clara	\$8,204,411	\$529,008	\$8,733,419
Solano	\$1,806,378	\$449,057	\$2,255,435
Sonoma	\$2,502,020	\$1,043,443	\$3,545,463
Region	\$32,575,925	\$4,453,892	\$37,029,818

Distribution to Cities	Percent of State Population	Fund Generations
ALAMEDA		
ALAMEDA	0.2675%	\$535,023
ALBANY	0.0650%	\$129,913
BERKELEY	0.3985%	\$797,045
DUBLIN	0.1050%	\$210,057
EMERYVILLE	0.0266%	\$53,246
FREMONT	0.7451%	\$1,490,160
HAYWARD	0.4673%	\$934,644
LIVERMORE	0.2693%	\$538,683
NEWARK	0.1564%	\$312,890
OAKLAND	1.4634%	\$2,926,891
PIEDMONT	0.0425%	\$84,901
PLEASANTON	0.2353%	\$470,615
SAN LEANDRO	0.2759%	\$551,857
UNION CITY	0.2393%	\$478,666
<b>CONTRA COSTA</b>		
ANTIOCH	0.2983%	\$596,503
BRENTWOOD	0.0734%	\$146,747
CLAYTON	0.0406%	\$81,242
CONCORD	0.4190%	\$838,032
DANVILLE	0.1460%	\$292,030
EL CERRITO	0.0871%	\$174,194
HERCULES	0.0704%	\$140,892
LAFAYETTE	0.0887%	\$177,487
MARTINEZ	0.1339%	\$267,877
MORAGA	0.0613%	\$122,594
Orinda	0.0635%	\$126,986
PINOLE	0.0681%	\$136,134
PITTSBURG	0.1940%	\$387,910
PLEASANT HILL	0.1204%	\$240,797
RICHMOND	0.3433%	\$686,528
SAN PABLO	0.0979%	\$195,785
SAN RAMON	0.1636%	\$327,162
WALNUT CREEK	0.2338%	\$467,688
<b>MARIN</b>		
BELVEDERE	0.0085%	\$16,907
CORTE MADERA	0.0332%	\$66,420
FAIRFAX	0.0263%	\$52,514
LARKSPUR	0.0437%	\$87,463
MILL VALLEY	0.0516%	\$103,199
NOVATO	0.1747%	\$349,485
ROSS	0.0085%	\$16,907
SAN ANSELMO	0.0456%	\$91,122
SAN RAFAEL	0.1991%	\$398,157
SAUSALITO	0.0286%	\$57,272
TIBURON	0.0324%	\$64,774
<b>NAPA</b>		
AMERICAN CANYON	0.0338%	\$67,518
CALISTOGA	0.0180%	\$36,010
NAPA	0.2558%	\$511,602
ST HELENA	0.0223%	\$44,646
YOUNTVILLE	0.0137%	\$27,373

Distribution to Cities	Percent of State Population	Fund Generations
SAN FRANCISCO	2.8929%	\$5,785,714
SAN MATEO		
ATHERTON	0.0275%	\$55,076
BELMONT	0.0955%	\$191,027
BRISBANE	0.0124%	\$24,738
BURLINGAME	0.1072%	\$214,448
COLMA	0.0047%	\$9,368
DALY CITY	0.3813%	\$762,646
EAST PALO ALTO	0.0935%	\$187,002
FOSTER CITY	0.1123%	\$224,695
HALF MOON BAY	0.0410%	\$81,973
HILLSBOROUGH	0.0425%	\$84,901
MENLO PARK	0.1155%	\$230,916
MILLBRAE	0.0790%	\$158,092
PACIFICA	0.1489%	\$297,886
PORTOLA VALLEY	0.0168%	\$33,594
REDWOOD CITY	0.2803%	\$560,640
SAN BRUNO	0.1522%	\$304,473
SAN CARLOS	0.1052%	\$210,423
SAN MATEO	0.3444%	\$688,723
SOUTH SAN FRANCISCO	0.2229%	\$445,731
WOODSIDE	0.0209%	\$41,719
SANTA CLARA		
CAMPBELL	0.1458%	\$291,664
CUPERTINO	0.1744%	\$348,753
GILROY	0.1429%	\$285,809
LOS ALTOS	0.1043%	\$208,593
LOS ALTOS HILLS	0.0302%	\$60,382
LOS GATOS	0.1107%	\$221,401
MILPITAS	0.2353%	\$470,615
MONTE SERENO	0.0126%	\$25,178
MORGAN HILL	0.1167%	\$233,478
MOUNTAIN VIEW	0.2752%	\$550,393
PALO ALTO	0.2240%	\$447,926
SAN JOSE	3.3269%	\$6,653,755
SANTA CLARA	0.3758%	\$751,667
SARATOGA	0.1144%	\$228,721
SUNNYVALE	0.4864%	\$972,703
SOLANO		
BENICIA	0.1050%	\$210,057
DIXON	0.0553%	\$110,518
FAIRFIELD	0.3381%	\$676,281
RIO VISTA	0.0159%	\$31,838
SUISUN CITY	0.0979%	\$195,785
VACAVILLE	0.3272%	\$654,324
VALLEJO	0.4128%	\$825,590
SONOMA		
CLOVERDALE	0.0222%	\$44,463
COTATI	0.0249%	\$49,770
HEALDSBURG	0.0366%	\$73,191
PETALUMA	0.1892%	\$378,395
ROHNERT PARK	0.1466%	\$293,128
SANTA ROSA	0.5076%	\$1,015,153
SEBASTOPOL	0.0289%	\$57,821
SONOMA	0.0339%	\$67,884
WINDSOR	0.0747%	\$149,309
Total Bay Area	22.0454%	\$44,090,877

**AB 2928 (Torlakson)**  
**Funding Distribution**  
**Estimated FY 2002-2006 Annual Funding Distribution**

<b>5-year Annual Average General Fund Transfer - Statewide</b>		<b>\$976,400,000</b>	
<i>- FUNDING CATEGORIES -</i>			
<b>AB 2928 Project Funding</b>		<b>\$ 678,000,000</b>	
<i>Remainder</i>	<i>\$298,400,000</i>		
<b>STIP Augmentation Funds - 40% of Remainder</b>		<b>\$119,360,000</b>	
<b>Streets and Roads - 40% of Remainder</b>		<b>\$119,360,000</b>	
<b>PTA Account - 20% of Remainder</b>		<b>\$59,680,000</b>	
<i>Sum of Remainder</i>	<i>\$298,400,000</i>		
<b>Distribution of Streets and Roads Portion - Statewide</b>			
<b>50% to counties</b>		<b>\$59,680,000</b>	
-of which 75% vehicle registration	\$44,760,000		
-of which 25% is based on county roads	\$14,920,000		
<b>50% to cities based on population</b>		<b>\$59,680,000</b>	
<b>Total Funds</b>		<b>\$119,360,000</b>	
<b>Distribution of Streets and Roads Portion - Bay Area</b>			
<b>50% to counties</b>		<b>\$11,049,698</b>	
-of which 75% vehicle registration	\$9,720,656		
-of which 25% is based on county roads	\$1,329,041		
<b>50% to cities based on population</b>		<b>\$13,156,718</b>	
<b>Total Funds</b>		<b>\$24,206,415</b>	
<b>Distribution of PTA Account - Statewide</b>			
<b>50% to counties</b>		<b>\$59,680,000</b>	
-of which 50% to PTA Capital Account	\$29,840,000		
-of which 50% to STA Accounts	\$29,840,000		
<b>Distribution of STA Account - Statewide</b>			
-of which 50% to STA Revenue Base	\$14,920,000		
-of which 50% to STA Population Base	\$14,920,000		
<b>Bay Area Share of STA Funds</b>			
- STA Revenue Base	\$8,235,840		
- STA Population Base	\$3,133,200		
<b>Total Bay Area Funding</b>			
<b>County Road Share</b>	<b>75% Based on Vehicle Registration</b>	<b>25% Based on County Roads</b>	<b>Total</b>
Alameda	\$1,958,985	\$106,279	\$2,065,263
Contra Costa	\$1,363,022	\$164,771	\$1,527,793
Marin	\$400,464	\$93,839	\$494,303
Napa	\$205,867	\$100,406	\$306,273
San Francisco	\$806,005	\$189,867	\$995,872
San Mateo	\$1,252,491	\$70,662	\$1,323,153
Santa Clara	\$2,448,196	\$157,856	\$2,606,052
Solano	\$539,023	\$133,999	\$673,022
Sonoma	\$746,603	\$311,363	\$1,057,966
Region	\$9,720,656	\$1,329,041	\$11,049,698

AB 2928 Streets and Roads Funding Annual Distribution to Cities - FY 2002-06	Percent of State Population	Fund Generations
ALAMEDA		
ALAMEDA	0.2675%	\$159,651
ALBANY	0.0650%	\$38,766
BERKELEY	0.3985%	\$237,838
DUBLIN	0.1050%	\$62,681
EMERYVILLE	0.0266%	\$15,889
FREMONT	0.7451%	\$444,664
HAYWARD	0.4673%	\$278,898
LIVERMORE	0.2693%	\$160,743
NEWARK	0.1564%	\$93,366
OAKLAND	1.4634%	\$873,384
PIEDMONT	0.0425%	\$25,334
PLEASANTON	0.2353%	\$140,432
SAN LEANDRO	0.2759%	\$164,674
UNION CITY	0.2393%	\$142,834
<b>CONTRA COSTA</b>		
ANTIOCH	0.2983%	\$177,997
BRENTWOOD	0.0734%	\$43,789
CLAYTON	0.0406%	\$24,242
CONCORD	0.4190%	\$250,069
DANVILLE	0.1460%	\$87,142
EL CERRITO	0.0871%	\$51,979
HERCULES	0.0704%	\$42,042
LAFAYETTE	0.0887%	\$52,962
MARTINEZ	0.1339%	\$79,935
MORAGA	0.0613%	\$36,582
Orinda	0.0635%	\$37,893
PINOLE	0.0681%	\$40,623
PITTSBURG	0.1940%	\$115,752
PLEASANT HILL	0.1204%	\$71,854
RICHMOND	0.3433%	\$204,860
SAN PABLO	0.0979%	\$58,422
SAN RAMON	0.1636%	\$97,625
WALNUT CREEK	0.2338%	\$139,558
<b>MARIN</b>		
BELVEDERE	0.0085%	\$5,045
CORTE MADERA	0.0332%	\$19,820
FAIRFAX	0.0263%	\$15,670
LARKSPUR	0.0437%	\$26,099
MILL VALLEY	0.0516%	\$30,794
NOVATO	0.1747%	\$104,286
ROSS	0.0085%	\$5,045
SAN ANSELMO	0.0456%	\$27,191
SAN RAFAEL	0.1991%	\$118,810
SAUSALITO	0.0286%	\$17,090
TIBURON	0.0324%	\$19,328
<b>NAPA</b>		
AMERICAN CANYON	0.0338%	\$20,147
CALISTOGA	0.0180%	\$10,745
NAPA	0.2558%	\$152,662
ST HELENA	0.0223%	\$13,322
YOUNTVILLE	0.0137%	\$8,168

AB 2928 Streets and Roads Funding Annual Distribution to Cities - FY 2002-06	Percent of State Population	Fund Generations
SAN FRANCISCO	2.8929%	\$1,726,457
SAN MATEO		
ATHERTON	0.0275%	\$16,435
BELMONT	0.0955%	\$57,003
BRISBANE	0.0124%	\$7,382
BURLINGAME	0.1072%	\$63,991
COLMA	0.0047%	\$2,796
DALY CITY	0.3813%	\$227,573
EAST PALO ALTO	0.0935%	\$55,801
FOSTER CITY	0.1123%	\$67,049
HALF MOON BAY	0.0410%	\$24,461
HILLSBOROUGH	0.0425%	\$25,334
MENLO PARK	0.1155%	\$68,905
MILLBRAE	0.0790%	\$47,175
PACIFICA	0.1489%	\$88,889
PORTOLA VALLEY	0.0168%	\$10,025
REDWOOD CITY	0.2803%	\$167,295
SAN BRUNO	0.1522%	\$90,855
SAN CARLOS	0.1052%	\$62,790
SAN MATEO	0.3444%	\$205,515
SOUTH SAN FRANCISCO	0.2229%	\$133,006
WOODSIDE	0.0209%	\$12,449
SANTA CLARA		
CAMPBELL	0.1458%	\$87,033
CUPERTINO	0.1744%	\$104,068
GILROY	0.1429%	\$85,285
LOS ALTOS	0.1043%	\$62,244
LOS ALTOS HILLS	0.0302%	\$18,018
LOS GATOS	0.1107%	\$66,066
MILPITAS	0.2353%	\$140,432
MONTE SERENO	0.0126%	\$7,513
MORGAN HILL	0.1167%	\$69,670
MOUNTAIN VIEW	0.2752%	\$164,237
PALO ALTO	0.2240%	\$133,661
SAN JOSE	3.3269%	\$1,985,480
SANTA CLARA	0.3758%	\$224,297
SARATOGA	0.1144%	\$68,250
SUNNYVALE	0.4864%	\$290,254
SOLANO		
BENICIA	0.1050%	\$62,681
DIXON	0.0553%	\$32,978
FAIRFIELD	0.3381%	\$201,802
RIO VISTA	0.0159%	\$9,500
SUISUN CITY	0.0979%	\$58,422
VACAVILLE	0.3272%	\$195,250
VALLEJO	0.4128%	\$246,356
SONOMA		
CLOVERDALE	0.0222%	\$13,268
COTATI	0.0249%	\$14,851
HEALDSBURG	0.0366%	\$21,840
PETALUMA	0.1892%	\$112,913
ROHNERT PARK	0.1466%	\$87,469
SANTA ROSA	0.5076%	\$302,922
SEBASTOPOL	0.0289%	\$17,254
SONOMA	0.0339%	\$20,257
WINDSOR	0.0747%	\$44,554
Total Bay Area	22.0454%	\$13,156,718

State Transit Assistance Revenue Based	
	Forecast
Total MTC Area Funds	\$8,235,840
CITY OF UNION CITY	\$2,049
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY	\$5,807
CENTRAL CONTRA COSTA TRANSIT AUTHORITY	\$44,349
EASTERN CONTRA COSTA TRANSIT AUTHORITY	\$9,251
WESTERN CONTRA COSTA TRANSIT AUTHORITY	\$2,726
CITY OF NAPA	\$3,596
GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT	\$410,874
PENINSULA CORRIDOR JOINT POWERS BOARD	\$344,775
SAN MATEO COUNTY TRANSIT DISTRICT	\$540,531
SANTA CLARA VALLEY TRANSATION AUTHORITY	\$1,152,114
CITY OF BENICIA	\$1,020
CITY OF DIXON	\$124
CITY OF FAIRFIELD	\$3,979
CITY OF VALLEJO	\$30,037
COUNTY OF SONOMA	\$10,672
CITY OF CLOVERDALE	\$89
CITY OF HEALDSBURG	\$90
CITY OF SANTA ROSA	\$9,541
SUBTOTAL	\$2,571,623
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT	\$1,069,233
BART DISTRICT	\$1,981,087
CITY OF SAN FRANCISCO (SF MUNI)	\$2,613,896
SUBTOTAL	\$5,664,217
TOTAL FUNDS	\$8,235,840

State Transit Assistance Population Based	
	Forecast
Total MTC Area Funds	\$3,133,200



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Project Monitoring Report

**Discussion:**

The following is a brief status report of current activities in the project-monitoring program;

\*STA staff is working with John Garlock (Quincy Engineering) to develop an updated and enhanced individual project status listing. The goal is to introduce this new listing at the October STA TAC meeting.

\*Attached is the latest listing regarding the obligation of TEA-21 Pre-Cycle projects. Currently Solano County shows a 99% obligation rate. Fifty per cent of the RABA local road funding will be based on the successful obligation rate of these projects.

\*Also attached is an updated status report of Solano Highway Projects.

**Recommendation:**

Informational

Attachments

**TEA-21 Pre-Cycle**  
**Full Obligation Required by September 30, 2000**  
as of June 30, 2000

Agency	TIP ID	EA	Federal Proj No.	FTA Grant #	Program (Pre-Cycle)	RABA LSI	Project Title	Program Amount	Pending Obligations	Pending Oblig. Date	Completed Obligations	% Oblig.	Oblig. Date	Balance Remaining	% Remain.	MTC Oblig. Deadline
<b>SANTA CLARA</b>																
City of San Jose	SCL97AM49	04-928538	STPL-5005(055)		STP-D	LSI	Guadalupe Corridor Controller Replacement - (1997 RTSOP III)	\$283,200			\$282,200	100%	04/15/98	\$1,000	0%	09/30/2000
City of Cupertino	SCL97AM48	04-928537L	STPLMA-5318(004)		STP-D	LSI	De Anza / Stevens Creek Controller Upgrades - (1997 RTSOP III)	\$307,095			\$307,095	100%	04/23/99	\$0	0%	09/30/2000
County of Santa Clara	SCL97AM50	04-928539	STPL-5937(049)		STP-D	LSI	Lawrence Expressway; Adaptive Signal Control - (1997 RTSOP III)	\$336,300			\$336,300	100%	06/08/00	\$0	0%	09/30/2000
MTC	MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		Regional Single Fare Collection System (Translink) - Santa Clara County portion	\$611,000			\$611,000	100%	08/27/99	\$0	0%	09/30/2000
MTC	SCL979002	04-928329	CML-6084(017)		STP-D	LSI	Traffic Engineering Technical Assistance Program (TETAP) - Santa Clara Co. portion	\$68,000			\$68,000	100%	02/28/97	\$0	0%	09/30/2000
Caltrans	SCL979004	99-21	Reprogrammed \$2,500 to Rte 237 Drainage		STP-D		Routes 680/237 Interchange Modifications (Discretionary Portion)	\$7,149,000			\$0	0%		\$7,149,000	100%	09/30/2000
Caltrans	SCL979001	04-438611	6204		STP-D		Routes 680/237 Interchange Modifications (Discretionary Portion) - Remaining Balance	\$4,649,000			\$0	0%		\$4,649,000	100%	09/30/2000
Caltrans	SCL990003	04-438634	STPL-6204(034)		STP-D		Route 237 Drainage and Pump Station (part of Routes 680/237 IC Modification)	\$2,500,000			\$2,500,000	100%	10/22/99	\$0	0%	09/30/2000
<b>Santa Clara County Discretionary Total:</b>								<b>\$8,774,595</b>			<b>\$4,124,595</b>	<b>47%</b>		<b>\$4,650,000</b>	<b>53%</b>	
City of San Jose	SCL975013	04-923143	STPL-5005 (057)		STP-G	LSI	San Jose Street Rehabilitation (Payback)	\$1,400,000			\$1,378,855	98%	05/18/00	\$21,145	2%	09/30/2000
City of San Jose	SCL976003	04-928016	STPL-5005(039)		STP-G		Trimble Road Widening	\$2,880,000			\$2,880,000	100%	04/13/00	\$0	0%	09/30/2000
City of Sunnyvale	SCL991950	04-923355	STPL-5212(008)	Cycle I-Project	STP-G		Wolfe Road/El Camino Real Widening and Signal Improvements	\$1,824,000			\$300,000	16%	04/05/00	\$1,524,000	84%	09/30/2001
County of Santa Clara	SCL976005	04-927990	STPL-5937(035)		STP-G	LSI	County FAS Share for Rehabilitation of Santa Teresa Blvd	\$680,000			\$681,675	100%	08/02/99	(\$1,675)	0%	09/30/2000
Caltrans	SCL979004	97-18 & 99-18	Reprogrammed Funds to Trimble and Wolf		STP-G		Route 680/237 Interchange Guarantees portion	\$4,744,000			\$0	0%		\$4,744,000	100%	09/30/2000
Santa Clara VTA	SCL978007	Project Deleted - Funds Transferred to Articulated Busses			STP-G		Route 401 Auxiliary Lane at Route 87	\$5,600,000			\$0	0%		\$5,600,000	100%	09/30/2000
Santa Clara VTA		6067			STP-G		Articulated Bus Purchase	\$5,600,000			\$0	0%		\$5,600,000	100%	09/30/2000
<b>Santa Clara County Guarantee Total:</b>								<b>\$10,560,000</b>			<b>\$4,940,530</b>	<b>47%</b>	<b>47%</b>	<b>\$5,619,470</b>	<b>53%</b>	
<b>Santa Clara Local Streets Improvements (STP-D &amp; STP-G) Total:</b>								<b>\$3,094,595</b>			<b>\$3,074,125</b>	<b>89%</b>		<b>\$20,470</b>	<b>1%</b>	
<b>SANTA CLARA TOTAL:</b>								<b>\$19,334,595</b>			<b>\$9,065,125</b>	<b>47%</b>		<b>\$10,269,470</b>	<b>53%</b>	
<b>SOLANO</b>																
City of Benicia	SOL970003	04-928645	STPL-5003(008)	CA-90-X878	STP-D		Benicia Transit Bus Purchase	\$198,000			\$198,000	100%	07/09/98	\$0	0%	09/30/2000
MTC	MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		Regional Single Fare Collection System (Translink) - Solano County portion	\$263,000			\$263,000	100%	08/27/99	\$0	0%	09/30/2000
MTC	MTC970030	04-928329	CML-6084(017)		STP-D	LSI	Traffic Engineering Technical Assistance Program (TETAP) - Solano County portion	\$20,000			\$20,000	100%	06/14/99	\$0	0%	09/30/2000
Solano CTA	SOL970032	99-10	Re-Programmed Project to Cycle I		STP-D		I-80 Reliever Route (Vandora and Leisure Town Road)	\$1,454,000			\$0	0%		\$1,454,000	100%	09/30/2001
<b>Solano County Discretionary Total:</b>								<b>\$481,000</b>			<b>\$481,000</b>	<b>100%</b>		<b>\$0</b>	<b>0%</b>	
City of Benicia	SOL970004	Project Deleted - Funds Transferred to Vallejo Bus Rehab			STP-G		Three Bus Rehabilitations for Benicia Transit	\$317,000			\$0	0%		\$317,000	100%	09/30/2000
City of Benicia	SOL970005	04-928479	STPL-5003 (007)		STP-G	LSI	Chelsea Road Improvements, City of Benicia	\$53,000			\$52,675	99%	07/14/99	\$325	1%	09/30/2000
City of Vallejo	SOL970004		5030		STP-G		Three Bus Rehabilitations	\$317,000			\$0	0%		\$317,000	100%	09/30/2000
City of Vallejo	SOL970066	04-923358	STPL-5030(019)		STP-G	LSI	Curtoia Parkway (3) Improvements, Vallejo	\$54,000			\$54,000	100%	02/22/00	\$0	0%	09/30/2000
City of Vallejo	SOL970073	04-923358	STPL-5030(019)		STP-G	LSI	Lemon Street (4) Improvements, Vallejo	\$26,000			* \$4,004	15%	02/22/00	\$21,996	85%	09/30/2000
City of Vallejo	SOL970076	04-923358	STPL-5030(019)		STP-G	LSI	Mare Island Parkway (2) Improvements, Vallejo	\$120,000			\$0	0%		\$120,000	100%	09/30/2000
City of Vallejo	SOL970082	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (3) Route 29 to Monterey in Vallejo	\$116,000			\$0	0%		\$116,000	100%	09/30/2000
City of Vallejo	SOL970138	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (2) Marin to Route 29 in Vallejo	\$68,000			\$0	0%		\$68,000	100%	09/30/2000
City of Vallejo	SOL970139	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (1) Wilson to Marin in Vallejo	\$99,000			\$0	0%		\$99,000	100%	09/30/2000
City of Suisun City	SOL970035	04-928643	STPL-5032 (003)		STP-G	LSI	Pintail Drive Improvements in Suisun City	\$239,000			\$239,000	100%	09/04/98	\$0	0%	09/30/2000
City of Dixon	SOL970914	04-923115	STPL-5056 (003)		STP-G	LSI	Pitt School Road Improvements in Dixon	\$124,000			\$124,000	100%	05/16/99	\$0	0%	09/30/2000
City of Vacaville	SOL970054	99-15	Transferred Funds from Leisure 'B' to Leisure 'A'		STP-G		Leisure Town (a), Vacaville	\$497,000			\$0	0%		\$497,000	100%	09/30/2000
City of Vacaville	SOL970051	6094			STP-G	LSI	Leisure Town (a), Vacaville	\$267,000			* \$0	0%		\$267,000	100%	09/30/2000
City of Vacaville	SOL970052	99-15	Transferred Funds from Leisure 'B' to Leisure 'A'		STP-G		Leisure Town (b), Vacaville	\$70,000			\$0	0%		\$70,000	100%	09/30/2000
City of Vacaville	SOL970059	04-926412	STPL-5094 (010)		STP-G	LSI	Peabody Improvements - Resurfacing, Vacaville	\$133,000			\$133,000	100%	09/30/97	\$0	0%	09/30/2000
City of Rio Vista	SCL970028	Project Deleted - Funds Transferred to Main Street Overlay			STP-G		Airport Road Improvements - Rio Vista	\$60,000			\$0	0%		\$60,000	100%	09/30/2000
City of Rio Vista	SCL991022	04-923423	STPL-5099(004)		STP-G	LSI	Rio Vista Main Street Improvements Projects Overlay	\$60,000			\$17,706	30%	08/02/00	\$42,294	70%	09/30/2000
City of Fairfield	SOL970027	04-928623	STPL-5132(007)		STP-G	LSI	Pennsylvania Avenue Improvements, Fairfield	\$445,000			\$445,000	100%	05/19/00	\$0	0%	09/30/2000
County of Solano	SOL970020	Funds Transferred to Bridge Replacement and Var. Overlays			STP-G		County FAS Guarantee - Suisun Valley Road Bridge Widening	\$602,000			\$0	0%		\$602,000	100%	09/30/2000
County of Solano	SOL970029	IC-105534	STPL-5923(008)		STP-G	LSI	Suisun Valley Road Suisun Creek Bridge Replacement (County FAS Guarantee)	\$70,000			\$70,000	100%	01/28/00	\$0	0%	09/30/2000
County of Solano	SOL970031	04-923141	STPL-5923(040)		STP-G	LSI	Solano County - Various Roads Pavement Overlay (County FAS Guarantee)	\$532,000			\$532,000	100%	04/13/99	\$0	0%	09/30/2000
<b>Solano County Guarantee Total:</b>								<b>\$2,723,000</b>			<b>\$1,671,385</b>	<b>61%</b>	<b>61%</b>	<b>\$1,051,615</b>	<b>39%</b>	
<b>Solano Local Streets Improvements (STP-D &amp; STP-G) Total:</b>								<b>\$2,426,000</b>			<b>\$1,691,385</b>	<b>70%</b>		<b>\$734,615</b>	<b>30%</b>	
<b>SOLANO TOTAL:</b>								<b>\$3,204,600</b>			<b>\$3,161,381</b>	<b>99%</b>		<b>\$1,051,615</b>	<b>33%</b>	

\* Obligated in late August

# SOLANO HIGHWAY PROJECTS

Status Report, September 2000

Projects	FUNDING			PROJECT STATUS		
	Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
1 Benicia / Martinez Bridge	\$545 M	100%	Bridge Tolls	Recent projected \$160 M cost over-run / BATA looking to bond to cover project costs.	Summer 99	2003 / 2004
2 Carquinez Replacement Bridge	\$340 M (construction only)	100%	Bridge Tolls	Under Construction; project on schedule.	Mar-00	early 2003
3 Highway 37 (Phase I)	\$3.6 M	100%	STIP	Phase I will restore tidal wetlands at Guadalcanal Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR 37. As of 6/00, Phase I of the project is at 95% PS&E. *	Fall 2000	Spring 2002
3 Highway 37 (Phase II)	\$50.8 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Most of this phase will be constructed on the existing alignment. As of 6/00, Phase II of the project is at 65% PS&E.	Feb-02	Jul-04
3 Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase will be located on a new alignment north of the existing alignment of Rt. 37. As of 6/00, Phase III is at 65% PS&E.	Feb-03	Dec-05
4 Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; environmental review initiated; 10 segments.	two segments underway	final segments 2004-2007
5 I-80 / I-680 Interchange Project	\$400 M (10-year-old estimate)	TBD	STIP	Effort is underway to accelerate auxiliary lane segment to coincide with bridge opening; Caltrans initiated a PSR (**) for moving truck scales. \$13 M in Governor's budget for interchange (flexible); I-80 corridor study to begin; \$16 M in I-TIP request.	2002 (auxiliary only lanes)	2003
6 I-80 (Vacaville to Dixon)	\$37 M (construction only)	TBD	I-TIP	Environmental funded at \$3 M. PS&E (design) funded for \$5 M. 10.5-mile stretch to be widened from 6 to 8 lanes.	TBD	TBD
7 Highway 12 MIS*** (I-80 to Rio Vista)	TBD	TBD	TBD	MIS initiated (\$110,000 Caltrans funded) and underway.	TBD	TBD
8 Highway 12 (Napa to I-80)	\$104 M	TBD	ITIP	A project study report for PA & ED (Project Approval and Environmental Document) completed. Received \$7 M from Governor's budget for design, environmental reviews; and ROW (Right of Way). Another \$7 M requested under I-TIP to fully fund design and cover Hwy.12 / Rte. 29 interchange.	TBD	TBD
9 Red Top Slide (I-80)	TBD	TBD	Caltrans	Mitigation measure; SHOPP funding; a candidate for Design Sequencing program.	TBD	TBD

\* Plans, Specifications, and Estimates

\*\* Project Study Report

\*\*\* Major Investment Study



DATE: September 6, 2000  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: 2000 Legislative Report

**Discussion:**

Attached is the September 5, 2000 version of the STA's legislative matrix. The State Legislature finished this year's session on August 31. SB 1662 (Burton), the transportation trailer bill, was forwarded to the Governor for signature (See Paul Yoder's memo for details). The deadline for the Governor to sign or veto bills passed by the Legislature is September 30.

Staff will provide a verbal update at the meeting.

**Recommendation:**

Information only

Attachments

**SOLANO TRANSPORTATION AUTHORITY**  
**2000 State Legislative Matrix**  
**September 5, 2000**

BILL/AUTHOR	SUBJECT	STATUS	POSITION
<b>State Legislation</b>			
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)	Originally drafted to 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. Amended to serve as vehicle for transportation conference committee.	Senate-Assembly Conference Committee.	Support
AB 2052 (Aroner)	Originally would have Created the Welfare-To-Work Account in the State Transportation Fund and allocated \$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. Amended to appropriate \$2 million from the Temporary Assistance for Needy Families (TANF) federal block grant to the Department of Social Services for a new welfare-to-work demonstration program.	Held in Senate Appropriations under submission.	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 1333 (Sher)	Extends the termination date for collection of vehicle abatement program fees until 1/1/2015 and would require each service authority that collects this fee to issue a fiscal year report to the Controller.	To enrollment on 8/25/00.	Support

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 1/1/2002 sunset date for authority to operate freeway patrol program making it a permanent program.	To enrollment on 8/30/00.	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.	Hearing postponed by Assembly Appropriations on 8/9/2000.	Support
SB 1995 (Perata)	Requires the Metropolitan Transportation Commission to prepare and adopt a comprehensive congestion reduction plan by 1/1/02. Requires the MTC review all transportation projects funded with county sales tax measures and give first priority for state and federal matching funds for projects consistent with prescribed plan. Recent amendment deleted requirement to give first priority for state and federal matching funds for projects consistent with plan.	Placed on inactive file on request of Assembly Member Torlakson on 8/31/00.	Watch
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



DATE: September 6, 2000  
TO: STA Board  
FROM: John Harris, Deputy Director for Projects  
RE: Express Bus Proposal & Transit Working Group for I-80 Corridor Update

**Background:**

The Governor's approved transportation budget included \$40 million in capital expenses for a Bay Area Express Bus system. The STA with significant assistance from the transit providers of the SolanoLinks Consortium submitted a draft countywide Express Bus proposal to MTC in June. On August 17, 2000, the MTC hosted the first Regional Express Bus planning meeting. The STA, Vallejo Transit and Fairfield/Suisun Transit were in attendance.

At the meeting on the 17<sup>th</sup>, MTC staff announced that it would evaluate proposals based on a comprehensive planning approach, which should include ridership projections and a phasing strategy. The MTC staff also reiterated the criteria of an express bus system (i.e. over-the-road coaches, few if any stops, higher fares etc.). The critical issue of operating funds received the most attention at the meeting. MTC staff discussed the additional \$11 million in State Transit Assistance funding that became available to the region annually for the next five years. (\$3 million of the funds are population-based with MTC discretionary authority and \$8 million are revenue-based with a historical formula driven allocation process). There was consensus among the attendees that MTC should allocate both STA fund sources to the Express Bus program in order to give it a legitimate chance of success. The MTC is also looking for local match commitments in Express Bus proposals.

Finally, MTC staff discussed a basic schedule for submission of proposals, which at this time included:

- a call for projects in October 2000
- deadline of April 2001 for detailed proposals

The STA will be developing a more "express bus" refined proposal through coordination with the SolanoLinks Consortium and the newly formed North and South County Transit Working Groups.

**Recommendation:**

Informational



DATE: September 6, 2000  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: Highway 12 MIS Study Update

**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 IV requested the STA take the lead in the study. This MIS will be an interregional corridor study that will address a variety of long term transportation issues to improve travel safety and travel way operations. A committee of representatives along the corridor has met three times, most recently on September 1, 2000.

**Discussion:**

At the recent meeting, the Committee approved a Purpose and Needs statement and a final Scope of Work (see attached). The next committee meeting will be on November 3, 2000 to discuss potential alternatives and begin to plan for public input meetings. The study is expected to take about nine more months to complete.

**Recommendation:**

Informational

Attachments

## **STATE ROUTE 12 MIS AND PSR EQUIVALENT PURPOSE AND NEED STATEMENT**

The State Route (SR) 12 Major Investment Study (MIS) and Project Study Report (PSR) Equivalent is being prepared to identify the physical improvements and management practices necessary to appropriately serve future travel demand on SR 12 between Interstate 80 and the Rio Vista Bridge. In addition, the identified improvements and travel demand forecasts will be consistent with those developed by the 1997 MIS prepared for the section of SR 12 from the Rio Vista Bridge to SR 99.

While the corridor does not currently experience regular periods of congestion and delay, except for the portion through downtown Rio Vista, travel demand forecasts predict that traffic will more than double in the next twenty years. If improvements are not made in the corridor, poor service levels and "stop-and-go" conditions are predicted for SR 12, particularly on the portion east of SR 113.

This study will identify existing and future travel levels, including traffic generated by regional through trips, goods movement, intercity travel, commute traffic, agricultural truck trips and recreational travel. The type and size of roadway facility necessary to serve traffic levels forecast for the corridor as a whole will be identified and a plan for the phased implementation of near-term physical improvements and management practices will be developed. In addition to the use of corridor capacity and travel demand as decision factors, the study will also be conscious of the existing visual character and urban design features of the existing corridor and work to preserve these features.

Identified improvements will be conscious of travel safety problems that currently exist in the corridor, and work to eliminate any safety hazards. The study will also identify the environmental constraints that exist in the corridor. Project partners will be identified and engaged so that funding sources for the identified improvements may be developed. Finally, the MIS process will work to proactively involve all interested parties and their input in a meaningful fashion.

Ultimately, the goals will be to:

- Improve the transportation network and goods movement;
- Effectively serve all facility users;
- Preserve and protect the environment; and
- Preserve travel safety.

**Exhibit A**  
**STATE ROUTE 12 MIS AND PSR EQUIVALENT**  
**SCOPE OF WORK**

The following scope of work is proposed to accomplish the required MIS and PSR equivalent. In this work program we have also identified those elements that we would ask the involved agencies to complete.

**Task 1 – Project Inception**

Korve Engineering, Inc. (KORVE) will work closely with the STA Project Manager, Caltrans and the Steering Committee to quickly initiate study activities in a coordinated fashion. These startup activities will include the preparation of a refined scope of services and the assembly of existing traffic data, aerial photographs, base mapping, reports, right-of-way information, accident statistics and transportation demand modeling data. Start up activities will also include a project kick-off meeting between the STA Steering Committee and KORVE.

*Meeting(s):* KORVE staff will participate in the July 14, 2000 project kick-off meeting with the STA Steering Committee.

*Deliverable(s):* KORVE will submit this refined scope of work at the July 14, 2000 project kick-off meeting.

**Task 2 – Development of Purpose and Need Statement**

Working with the STA Project Manager, Caltrans and the Steering Committee, KORVE will prepare the study's Purpose and Need Statement. This task is a critical element of the project since it will define the study's goals, measures of effectiveness and a set of strategies for developing a phased long-term plan for the corridor. KORVE believes that this should speak to the following at a minimum:

- Improve the transportation network and goods movement;
- Identify future travel demand;
- Effectively serve all facility users;
- Preserve and protect the environment;
- Identify project partners and funding sources;
- Preserve travel safety;
- Develop an appropriate phasing plan for corridor improvements; and
- Proactively involve all interested parties in the decision making process.

*Deliverable(s):* KORVE will prepare and submit a Draft Purpose and Need Statement at the July 14, 2000 project kick-off meeting. Based on comments to be received from the Steering Committee, the Statement will be revised and a Final Purpose and Need Statement will be submitted on September 1, 2000.

### **Task 3 – Develop Potential Alternatives & Selection Process**

In Task 3, the KORVE team, working with STA and Caltrans, will define the range of the alternative solutions that will be considered in the study. This analysis will include a range of “demand” and “supply” side solutions. Key categories of alternatives include:

- Transportation Policy Strategies;
- Land Use Strategies;
- Alternative Modes including transit, vanpools, carpooling and bikes;
- Demand Management Strategies;
- Operational Improvement Strategies;
- Widening/Physical Improvements; and
- No-Build.

To solicit input effectively, each of the candidate measures will be defined and described in terms that are understandable to policymakers and lay persons. This list of candidate measures will receive a wide circulation very early on in the process.

Working with STA staff, Caltrans and the Steering Committee, KORVE will determine the applicability and compatibility of each candidate measure. This will be accomplished by dividing the list into demand and supply measures. In this context, land use strategies; various Transportation Demand Management strategies such as attainment of increased vehicle occupancies, flexible work hours and shifting trips to transit; and various roadway management strategies will be considered as demand measures. Measures requiring construction of substantial capital improvements ranging from main line widening to spot improvements such as park and ride construction, auxiliary or turning lanes, signal or channelization improvements or ITS solutions will be considered as supply measures. The demand measures are those which would generally be expected to require lower capital cost but would potentially involve significant ongoing operational costs or institutional changes to implement. Whereas the supply measures would entail greater capital cost and potential impacts to implement but with potentially lower ongoing operational costs.

The compatibility of different measures will also be defined. For example, soft Transportation Demand Management measures at the workplace would be compatible with the construction of park and ride lots, possibly for future commuter rail links in Fairfield/Suisun City.

To effectively evaluate and develop potential solutions for the SR 12, the study corridor will be reviewed both segment by segment and as a whole. Since the study section of SR 12 is comprised of a number of discrete, different segments that serve different users and use patterns, it can be logically broken down into sections. This type of analysis will break down the corridor into the following segments:

- The I-80/I-680/SR 12 West Interchange area (truck scales);
- I-80 to Walters Road;
- Walters Road to 113/12
- 113/12 to Rio Vista; and
- Through Rio Vista & bridge.

While the corridor will be evaluated on a segment by segment basis, a primary goal will be to identify the size and type of facility SR 12 as a whole will need to be to serve long-range travel forecasts. However, in addition to the use of corridor capacity and travel demand as decision factors, the study will also be conscious of the existing visual character and urban design features of the existing corridor and work to preserve these features.

Based on the applicability and compatibility assessment, KORVE will recommend to STA measures worthy of ongoing consideration for each segment. The alternatives will be assembled into compatible packages to be considered further in the study.

*Meeting(s):* KORVE staff will participate in a project coordination meeting regarding this item and others with the STA Steering Committee on a date to be scheduled in September 2000.

*Deliverable(s):* KORVE will prepare and submit a brief report documenting the Alternative Selection Element. The target date for this submittal is November 3, 2000.

#### **Task 4 – GIS/Mapping/Graphics**

This task will be accomplished by STA and Caltrans staff. To aid in the development of alternative improvement measures, preliminary engineering and cost estimates, STA and Caltrans will provide the KORVE team with aerial photographs and mapping. STA and Caltrans will provide KORVE with electronic files of aerial photographs and base mapping in this Task. The RFP schedule indicates that STA and Caltrans will provide the KORVE team with this mapping data by September 1, 2000.

#### **Task 5 – Public Involvement Process**

The on-going public involvement process will also be largely accomplished by STA and Caltrans Public Information personnel. KORVE will assist STA staff where possible by preparing supporting documentation, figures and graphic illustrations. The RFP schedule indicates that STA will prepare the Public Involvement Element by November 3, 2000.

*Meeting(s):* Korve Engineering will attend a maximum of five public input meetings.

#### **Task 6 – Development of Evaluation Methodology**

In Task 6, KORVE working with STA staff, Steering Committee and the STA Project Manager will develop the alternatives' evaluation methodology. Since some of the benefits and costs of each alternative may be difficult to gauge and somewhat subjective in nature, the measures of effectiveness will be precisely defined and agreed upon up front. Environmental, equity, social and community issues will all be taken into consideration.

*Meeting(s):* KORVE staff will participate in a project coordination meeting regarding this item and others with the STA Steering Committee on a date to be scheduled in November 2000.

*Deliverable(s):* KORVE will prepare and submit a brief report documenting the Evaluation Methodology Element. The target date for this submittal is January 5, 2001.

### **Task 7. Financial/Funding Planning**

Task 7 will be performed by STA and the project Steering Committee. KORVE will provide input as is deemed necessary. This important task will include the development of possible funding strategies and fiscal constraints. The improvement alternatives to be identified by the study must be placed on appropriate funding tracks. The project's schedule envisions the Draft Financial Element being complete on March 2, 2001 and the Final Financial Element being complete on May 4, 2001.

### **Task 8. Cost Analysis**

The cost analysis will be an iterative assessment. As different alternatives for various improvements throughout the corridor are developed, their costs will be calculated. Basic inputs to this analysis will be the identification of right-of-way to be acquired and the cost of that right-of-way. The relative costs of other physical and demand side improvement measures that are identified will be calculated by KORVE and presented in the MIS.

### **Task 9. Land Use Analysis**

In this task, STA and KORVE staff, working together will identify planned and proposed developments in the study corridor. In addition, the limits imposed by General Plans, zoning and open space will be identified and factored into the study. This information will be crucial in defining fatal flaws or restrictions that must be taken into account. The information will also be used as input to the travel demand modeling task. All of the necessary data likely exists in STA files, and KORVE will aid in the identification and assembly of this information.

### **Task 10. Environmental Analysis**

The KORVE team will conduct a basic environmental analysis. This will not include an extremely detailed or rigorous level of environmental analysis. However, the environmental analysis will be performed to a sufficient degree to identify and document critical issues and the relative impacts of improvement alternatives. The analysis will be done to the degree necessary to identify any fatal flaws.

### **Task 11. Existing Conditions Traffic Analysis**

KORVE will conduct a traffic counting program throughout the study corridor to document existing traffic volumes. This information will serve to supplement the traffic counting information provided by STA to KORVE in Task 1. The count program will include the following:

- AM and PM peak hour turning movement counts at six critical intersections;
- Weekday and weekend twenty-four hour hose counts at three locations; and

- Vehicle classification counts at one location.

Using this existing conditions information, Levels of Service will be calculated throughout the corridor using the methodology of the Transportation Research Board's *Highway Capacity Manual*. In addition, KORVE will research accident data throughout the corridor and summarize this information for STA review. Critical accident locations and frequent accident types (and potential solutions) will be documented. It is assumed that this accident analysis will be accomplished using TASAS data to be obtained from Caltrans. KORVE will also document the corridor's modal split.

*Meeting(s)*: KORVE staff will participate in a project coordination meeting regarding this item and others with the STA Steering Committee on a date to be scheduled in December 2000 or early January 2001.

*Deliverable(s)*: KORVE will prepare and submit a brief report documenting the results of the Existing Conditions Traffic Analysis. The target date for this submittal is January 5, 2001.

### **Task 12. Preliminary Engineering**

Preliminary engineering will be done to a PSR equivalent level. In coordination with STA staff, KORVE will prepare geometric designs for two improvement alternatives. This work will define right-of-way requirements as well as identify environmental, social and financial constraints.

*Deliverable(s)*: KORVE will prepare and submit preliminary engineering designs for two improvement alternatives. The target date for this submittal is March 2, 2001.

### **Task 13. Traffic Operations/Management Analysis**

KORVE will develop long-range traffic forecasts for the corridor. Our approach to the preparation of traffic demand forecasts will be consistent with STA, the Metropolitan Transportation Commission (MTC) and SACOG standards and requirements while at the same time providing consistency with the San Joaquin model. It will also satisfy Caltrans requirements for long range forecasting.

To satisfy these requirements the approach will be to use the most current version of the STA model to evaluate all geometric alternatives proposed for evaluation in the study. KORVE staff will obtain the data for the model and perform all forecasting tasks in our offices.

We will make two modifications to the model. First, Caltrans prefers that travel demand be projected to the year 2025, whereas the most current STA model goes only as far as 2020. We propose to produce both 2020 and 2025 projections in this study to satisfy MTC, SACOG and Caltrans on this point. The 2025 projections will be extrapolated from the 2020 projections on the basis of the best available data - in all likelihood, data on population growth by county from the State Department of Finance.

The second modification to the model relates to the fact that the STA model has a geographical boundary at the Solano/San Joaquin County line. The project corridor

also ends at that county line. The model represents the "end" of SR 12 in Solano County by a gateway at the model's boundary. Because the level of travel demand interaction is critical to the forecasts for this study, we propose to review additional forecasts from the San Joaquin County and SACOG forecasting models to assure that the forecasts at this critical gateway are reasonable and consistent. Among other factors, we will compare the models' total volume entering and exiting this gateway as well as the way traffic is distributed from the gateway into Solano County area. The San Joaquin model includes a skeletal version of the MTC and SACOG areas as part of its geographical base, and thus a comparison of distribution is possible. Following a review of this data, a recommendation will be made to the advisory board to resolve the differences between the three models. It is possible, for example, that a trip distribution based on San Joaquin County estimates could be used in place or in combination with the estimate for the STA model for this particular gateway.

Forecasts of daily and peak period travel volumes will be produced for each of the alternatives proposed for detailed evaluation in the project. In addition, service level estimates on all major highway segments will be derived using the so-called "Florida" technique for translating travel demand and highway capacity into quantifiable service level estimates. Tables will be produced documenting projected service level on all segments of SR 12 as well as key affected facilities such as I-80, I-680, SR 160, SR 113 and the proposed Fairfield/Vacaville Junction Parkway Project (Walters Road). All forecasting assumptions will also be documented in a separate appendix to the report.

Travel demand forecasts will be used as an input in the evaluation of improvement alternatives. In addition, this analysis will take into account many of the issues specific to the SR 12 corridor, including the truck scales on I-80, access control on individual segments, safety and capacity "balance".

Using new or existing traffic count information, Korve Engineering will analyze the level of service for up to 12 intersections with Highway 12 including but not limited to the following:

- Pennsylvania Avenue
- Sunset Avenue
- Walters Road
- Lambie Road/Shiloh Road
- Highway 113
- Summerset Road
- Church/Azevedo Road
- Azevedo Road
- Main Street
- Highway 84

*Meeting(s):* KORVE staff will participate in a project coordination meeting regarding this item and others with the STA Steering Committee on a date to be scheduled in March 2001.

#### **Task 14. Alternatives Analysis**

In Task 14, all of the information and input compiled in Tasks 1 through 13 will be assessed and filtered in the analysis of improvement alternatives.

KORVE will develop a recommended plan that will document existing and future transportation deficiencies in the SR 12 corridor and identify improvements to remedy these deficiencies. The study will develop a long-range plan for the corridor as a whole as well as a set of phased improvement measures segment by segment to achieve that plan. These phased segment measures should be defined at a sufficient level to qualify for additional state and federal funding.

In the alternatives analysis, the cost, impacts and benefits will be weighed to determine which measures provide the most benefit for the least cost/impact. This alternatives analysis must be somewhat iterative in nature and refine the alternatives developed/defined in Task 3. For example, in Task 3, intersection channelization and signal improvements may have been identified as one alternative. In Task 14, the locations and specific improvements will be identified. This analysis will incorporate all of the data gathered in Tasks 4 through 13. The information assembled in Tasks 4 through 13 will allow for specific, targeted improvements to be identified.

#### **Task 15. Major Investment Study**

A draft Major Investment Study and Project Study Report Equivalent will be prepared documenting the results of KORVE's data collection, public process and analysis effort. The Draft Report will be submitted for review. Based on comments on the Draft Report a Final Report will be prepared and submitted.

*Meeting(s):* KORVE staff will participate in two STA Board meetings to present the Draft and Final Major Investment Studies and Project Study Reports.

*Deliverable(s):* Draft and Final Major Investment Studies and Project Study Reports. The target date for these submittals are May 4, 2001 and June 1, 2001 respectively.

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