



MEETING NOTICE

333 Sunset Avenue, Suite 200
Suisun City, California 94585

**December 13, 2000
STA Board Meeting**

Area Code 707
422-6491 • Fax 438-0656

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

Members:

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

6:00 p.m.

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

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

STA Board Members:

STA Alternate

Dan Donahue, Chair
City of Vallejo

Pete Rey

Marci Coglianesse, Vice Chair
City of Rio Vista

TBD

Pierre Bidou
City of Benicia

Steve Messina

Mary Ann Courville
City of Dixon

TBD

Steve Lessler
City of Fairfield

George Pettygrove

Jim Spering
City of Suisun City

Michael Segala

John Silva
County of Solano

Barbara Kondylis

Rischa Slade
City of Vacaville

David Fleming

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER – CONFIRM QUORUM

Chair Donahue

**II. SWEARING IN OF NEW STA BOARD MEMBER
(6:00 – 6:05 p.m.)**

Stacy Medley

- III. **APPROVAL OF AGENDA** (6:05 – 6:10 p.m.)
- IV. **OPPORTUNITY FOR PUBLIC COMMENT** (6:10- 6:15 p.m.)
- V. **EXECUTIVE DIRECTOR’S REPORT** (6:15-6:20 p.m.) – Pg 1 Daryl K. Halls
- VI. **COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**
(6:20- 6:25 p.m.)
- VII. **PROCLAMATION FOR OUTGOING STA BOARD MEMBERS AND ALTERNATES** Chair Donahue

Don Erickson, City of Dixon
 Fred Harris, City of Rio Vista
 Chris Manson, City of Dixon
 (6:25- 6:30 p.m.) – Pg 37

VIII. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion)
 (6:30-6:35 p.m.) – Pg 39

- A. **Approve Minutes of November 8, 2000** – Pg 41 Stacy Medley
- B. **Approve Draft STA TAC Minutes for November 29, 2000** – Pg 47 Kim Cassidy
- C. **Grandy and Associates Contract Renewal** John Harris
Recommendation: Approve the option to extend the Grandy & Associates contract by one year, for a sum not to exceed \$40,000, for calendar year 2001 for management consultant services involving the Jepson Parkway Concept Plan. Authorize the Executive Director to execute the extension documents. – Pg 53
- D. **Contract Amendment No. 1 with Fehr and Peers Associates For Phase 2 of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan** Dan Christians
Recommendation: Authorize the Executive Director to enter into a Contract Amendment No. 1 with Fehr and Peers Associates not to exceed \$61,000 to conduct Phase 2 of the traffic and transportation consulting services for the Solano Comprehensive Transportation Plan – Pg 55

- E. Additional Application Request for 2000-01 Solano Transportation Fund for Clean Air Program** Dan Christians
Recommendation: Adopt the attached Resolution approving \$75,000 of unallocated 2000-01 TFCA balances for the City of Fairfield for a CNG fuel maker - Pg 63
- F. Draft 2001 Legislative Priorities and Platform** Janice Sells
Recommendation: Authorize staff to distribute Draft 2001 Legislative Priorities and Platform for review and comment.
Pg 67
- G. Approve STA 2001 Meeting Schedule** Stacy Medley
Recommendation: Review and approve the attached STA year 2001 meeting schedule.
Pg 75
- H. Resolution of Support between the STA and PERS** Stacy Medley
Recommendation: Adopt a resolution of the STA which reflect the current rate adjustments for STA employees for calendar year 2001.
Pg 77

IX. ACTION ITEMS - FINANCIAL

- A. Federal Lobbyist** Daryl Halls
Recommendation: Authorize Executive Director to work with the Cities of Fairfield and Vallejo to obtain a federal lobbyist and negotiate a contract for legislative advocacy services from January 1, 2001 through December 31, 2001, with an option for a one year extension, at a cost not to exceed the amount of \$24,000.
(6:35-6:40 p.m.) – Pg 81

X. ACTION ITEMS – NON FINANCIAL

- A. 2000 Solano Countywide Traffic Model Update** Dan Christians and Ron Milam Fehr & Peers
Recommendation: Approve the following data to be used to prepare the 2000 Solano Countywide Traffic Model: 1.) Existing and general plan land use data for 2000-2025 provided by each of the member jurisdictions; 2.) Road system network for 2000-2025; 3.) Traffic Analysis Zone boundaries;

and 4.) Year 2000 peak hour traffic volumes. (6:40-6:50 p.m.) – Pg 83

- B. SCI Work Program** Elizabeth Richards
Recommendation: Approve SCI's FY 2000-2001 Work Program. (6:50-6:55 p.m.) – Pg 87
- C. Inter-city Transit Funding Priorities** John Harris
Recommendation: Approve the list of seven inter-city transit priorities for funding and direct staff work with the Transit Working Groups, the SolanoLinks Consortium, member agencies, and other regional partners to develop funding proposals for consideration by the STA Board and member agencies. (6:55-7:00 p.m.) – Pg 89
- D. Landscaping Policy for Highways and Freeways** John Harris
Recommendation: Direct the STA TAC to develop a landscaping policy for consideration by the STA Board for the interstate and highway medians in Solano County and bring it back to the STA Board for review and approval. (7:00-7:05 p.m.) – Pg 97

XI. INFORMATION ITEMS (Discussion Necessary)

- A. Draft Countywide Bicycle Plan** Michael Jones
Informational (7:05-7:15 p.m.) - Pg 109 Alta Transportation Consulting
- B. Park and Ride Survey Results** Dan Christians
Informational (7:15-7:20 p.m.) – Pg 111
- C. I-80/I-680 Interchange Update** John Harris
Informational (7:20-7:25 p.m.) – Pg 139
- D. Development of STA's 2001 Project Priorities** Daryl Halls
Recommendation: Review and provide input regarding STA's 2001 priority projects. Informational – Pg 141

(No Discussion Necessary)

- E. Solano Comprehensive Transportation Plan** Dan Christians
Informational – Pg 145
- F. I-80/680/780 Corridor Study** Dan Christians
Informational – Pg 151

G. Project Monitoring Program/Solano Highway Projects Jennifer Tongson
Informational – Pg 167

H. Welfare to Work Transit Study Elizabeth Richards
Informational – Pg 169

XII. FUNDING OPPORTUNITIES - (For Information Only) – Pg 171 Robert Guerrero

A. Transportation for Livable Communities (TLC) Capital Grants – February 2001

B. Bay Trail Program – February, 2001

C. Transportation Fund for Clean Air – February 15, 2001

D. Safe Route to Schools, Second Cycle – March 1, 2001

E. Section 5310 Bus Purchase Program – March 9, 2001

XIII. BOARD MEMBERS COMMENTS

XIV. ADJOURNMENT (Next meeting: January 10, 2001, Suisun City Hall)



DATE: December 5, 2000
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 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.

New STA Board Representatives

This month, there is scheduled to be one new STA Board representative and two new STA Board alternates. The City of Dixon's new mayor, Mary Ann Courville, has indicated her intent to replace Chris Manson as Dixon's representative on the STA Board. Prior to the November election, Mayor Courville served as Dixon's Mayor Pro tem. The cities of Dixon and Rio Vista are scheduled to select members from their city councils to serve as STA Board alternates replacing Don Erickson (Dixon) and Fred Harris (Rio Vista), both who opted not to seek reelection. I have already scheduled a meeting with Mayor Courville to provide her a briefing regarding the STA's committee structure and process, priority projects, and planning efforts.

New Caltrans North Bay Design Chief Announced

This week, STA staff was notified that Harry Yahata's new District Division Chief for the North Bay has been approved by Caltrans Headquarters. The new District Division Chief is Helena "Lenka" Culik-Caro. She has been serving as one of the primary project managers for Dennis Mulligan's Caltrans Bridge Group and was responsible for the San Mateo/Hayward Bridge project. Harry Yahata will be introducing her to the four North Bay CMA Directors in two weeks and I have invited her to attend the January 10th STA Board meeting. Currently, Dianne Steinhauser is scheduled to stay involved in the Highway 37 and I-80/680 Interchange projects and Ms. Culik-Caro will begin working on the Highway 12 project (Jameson Canyon) and future highway projects in Solano County and the other three North Bay counties.

* **Community Input Meeting for Draft Countywide Bicycle Plan**

The Community Input Meeting for the Draft Countywide Bicycle Plan is scheduled to be held on December 7th, 6:30 p.m. in Suisun City. Mike Segala, STA Board Alternate, member of the Bicycle Advisory Committee and Alternative Modes Subcommittee, is chairing the meeting. The plan's consultant, Mike Jones, Alta Consulting, will be providing you with a presentation on the draft plan and the schedule for adoption by the STA Board is in February 2001.

* **Countywide Traffic Model**

The 2000 Solano Countywide Traffic Model has been agendized for your review and approval. Ron Milam, Fehr and Peers Associates, will be providing a presentation on the model and will be available to answer your questions. The STA's Dan Christians and the City of Fairfield's Ken Harms and Ron Hurlbut have worked closely for the past six months with a modeling subcommittee of the STA TAC to develop and refine the Countywide Traffic Model. When adopted, this model will serve as a significant policy and technical tool for the Highways and Arterials Subcommittee, the STA TAC and STA staff are developing the freeways, highways and major arterials element of the Comprehensive Transportation Plan. The model will also be used by the STA to help Caltrans develop traffic and modeling data for priority projects (such as I-80/680, Highway 12 near Jameson Canyon, and the Jepson Parkway) and corridor studies (such as the Highway 12 MIS and the I-80/680/780 corridor study). I want to thank all of the talented staff from the STA and member agencies for making this a truly collaborative effort.

* **SCI Work Program**

Elizabeth Richards has developed the 2001 draft SCI Work Program for your consideration. The work program is a combination of program requirements from SCI's three funding sources (MTC's Regional Rideshare Program, and TFCA funds from the BAAQMD and YSAQMD) and the priority efforts of the STA. SCI is still working with the Napa County Transportation Planning Agency (NCTPA) to develop their 2001 Work Program. A portion of the MTC's Regional Rideshare funds assumes SCI will provide rideshare programs for Napa County. When completed, it will be added to the SCI Work Program as a supplemental.

* **Inter-city Transit Funding**

John Harris and I have been working closely with members of the STA Board, SolanoLinks Consortium and Wilbur Smith Associates (the STA transit consultant) to address several immediate inter-city transit issues. A list of seven short term transit issues have been identified by STA staff and participants in the two transit working

groups (North and South). This month, staff is recommending the STA Board approve the list of transit priorities and direct staff to develop recommendations for providing operational funding for the seven priorities. STA staff has been meeting with STA Board Members and staff from several member agencies to ascertain the level of interest and support for pooling local TDA funds to address these transit operational funding shortfalls.

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

Solano Transportation Authority
Acronyms List
Updated 12/6/00

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

TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TOS	Traffic Operation System
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

Dixon Mayor honored at 3rd annual STA awards ceremony

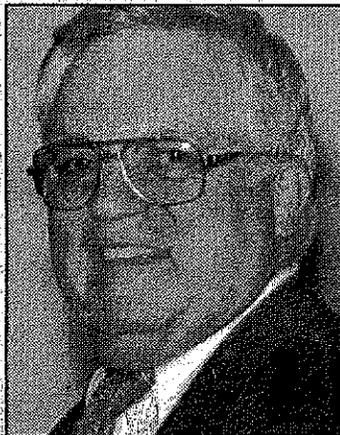
Over 120 elected officials and transportation leaders attended the STA's 3rd Annual Transportation Awards Wednesday, Nov. 8 in Vallejo. Dan Donahue, Vallejo City Council and STA Board Chair hosted the gala at the Vallejo Naval and Historical Museum in Vallejo. State Senator Wes Chesbro and Assemblywoman Patricia Wiggins were guest speakers, each of whom were given proclamations for their support in obtaining funding for Highway 12 projects. STA Board Members, representing each of the cities in Solano County presented the awards.

Don Erickson, was honored with a Special Award sighting his vision during his years of service on STA Board of Directors. He has represented STA on the Yolo/Solano Air Quality Management District Board. During his tenure, Erickson lead the effort in coordination with SEDCORP on Advisory Measure F; insured that Dixon's priorities included its first Park and Ride Lot; planning for a future rail station; the widening of I-80 between Vacaville and Dixon, and preserved the transit service to Davis and possibly extended to Sacramento. The STA Board of Directors expressed their appreciation for his involvement in many major projects during his tenure.

"Don is the consensus builder and facilitator that has paved many roads for STA during his term on the Board of Directors", said Dan Donahue, City of Vallejo City Councilman and

STA Board Chair. "He surely will be missed."

Other awards were given to Mick Weninger for Advisory Committee Member of the Year; Solano County for Agency of the Year and Project Delivery; Genentech, Inc., for the Business of the Year; Caltrans District 4 Local Assistance/Environmental for Partner of the Year; Alan Nadritch from the City of Benicia, - Transit Employee of the Year award; and "Traffic Accident Reduction Program" - City of Vacaville, for the Project of the Year.



DON ERICKSON

Council mulling over growth plan

By David Ryan
DAILY REPUBLIC

(11-20-00)

'Livable city'

Fairfield City Council meeting

Where: Council's chambers

When: 7 p.m. Tuesday

Of note: Revisions would also secure areas south and north of Travis Air Force Base.

FAIRFIELD — The slow and no-growth City Council will consider enacting a major change in the direction of city growth on Tuesday, when council members are set to vote on much-debated revisions to the city's blueprint of building zones.

The so-called "livable city" plan revisions would change the borders of the urban limit line around the city, severing most of the Rockville Hills Park area, parts of Suisun Valley and a large section along the northern limit of the city.

The plan revisions would also secure space to the east, south and north of Travis Air Force Base for military expansion. The plan also provides room for high-tech companies to move to the city with a zone called a "technology park" just north of Cannon Drive, and nearby Capitol Corridor Railway access.

City planners intend for the plan to limit sprawl in Fairfield while also casting an eye toward increasing density within the city. However, on Nov. 1, the Planning Commission voted to recommend the City Council approve the changes without consideration of several so-called in-fill projects within the city limits

designed to increase city density.

Residents living along the traffic-charged Cordelia Road have criticized the new revisions because it leaves open the possibility of widening Cordelia Road from two to four lanes, which they say would destroy parts of the city and encourage more commuters to use the road as a way around the troubled Interstate 80/ Interstate 680 Interchange.

Solano County Transportation Director John Gray said the level of service on Cordelia Road during peak commute times was comparable to the Bay Bridge at rush hour.

The 21-year-old Preserve Rockville Hills Park Committee has issues with the revisions as well. It wants planners to sever the remaining portions of Rockville Hills Park from the urban limit line to secure the park from any possible development.

David Ryan can be reached at dryan@dailyrepublic.net.

Mayor swings gavel for last time; Dixon council replacement sworn in

By Barbara Smith
Staff Writer

After Loren Ferrero was sworn in on the Dixon City Council at Tuesday's meeting, he took his seat on the dais and said, "Deja Vu."

Ferrero, 54, is a veteran city councilman, having served for more than 12 years on the council, his last of three elected terms ending in 1998. He was appointed at the Nov. 14 meeting to replace Richard Hughes, who resigned Oct. 30 midway through his term to move to Washington state. Ferrero will serve the remaining two years of Hughes' term.

Ferrero thanked the citizens of Dixon who had voiced support for his appointment, as well as Mayor Don Erickson, who had asked him if he were interested in joining the council.

"When he encouraged me to serve, it was very difficult to say no to a person you respect so deeply," said Ferrero.

Ferrero rounds out a new council of five who will officially begin their terms after they are sworn in on Dec. 7. Joining Ferrero and incumbent Gil Vega will be newly elected councilmembers Jill Disney and Dan Supriano. Vice Mayor Mary Ann Courville will move into retiring mayor Don Erickson's seat.

Treasurer-elect David Dingman will also be sworn in. Dingman replaces Treasurer Gary Riddle, who gave up his post for an unsuccessful bid for mayor.

Also at the meeting, the council authorized Courville and Dingman to sign documents and execute agreements for the city's bank accounts when they begin their terms.

Before adjourning the meeting for

the last time, Erickson thanked his fellow councilmembers, city of Dixon administration and citizens for the support they had given him during tenure on the council.

Erickson, who has been a dentist for 30 years, said, "I've gotten more heart-felt thanks and personal satisfaction than when I went to school."

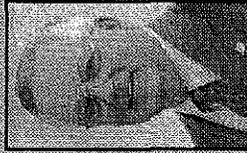
He also expressed confidence in the new council.

"I came here 6 and 1/2 years ago, filled with optimism, and I'm happy to report I'm leaving the same way. These are exciting times for Dixon, and they'll be dealt with well," he said.

Erickson, 63, said that he is mulling over some job opportunities, and will make some decisions after the new year.

"It's invigorating, at my age, to have job offers. It will be in the region, here I'm a lifer."

Following the meeting, the council and members of the community met at the senior center for a cake and punch reception for Erickson.



Erickson



Ferrero

LETTERS TO THE EDITOR

Rep. (11.13.00)

In brief

Vacaville program honored

The Solano Transportation Authority awarded the city of Vacaville with "Project of the Year" honors at the third annual STA Awards Ceremony at the Vallejo Naval and Historical Museum last week.

The city's Accident Reduction Program, administered by the Traffic Engineering Division in Public Works, was recognized for reducing the overall traffic accident rate for every 10,000 in population by 40 percent and injury accidents by 50 percent since its inception in 1990.

The reduction in accidents has saved millions of dollars to residents in personal claims and property damage, according to Ed Huestis of the city of Vacaville.

Wednesday's award marks the second consecutive year that the Traffic Engineering Division has earned the honor, and the third straight time the city's Public Works Department has gotten recognition.

The city competes with other agencies throughout Solano County, including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, and Vallejo, along with unincorporated areas.

Put people first in highway talks

Your Nov. 3 paper had an article entitled "Caltrans has plans to widen Highway 12."

This article, upon a thorough reading, would lead a normal person to question the environmental review process needed to widen a highway. The article quotes that for two hours "Steinhauser explained the lengthy state and federal environmental review for a road that would pass through the endangered species habitat of the California Red-legged frog, the Northwestern Pond Turtle and possibly streams scattered with threatened steelhead fish."

As far as I can tell the only endangered species is the human being driving in a car on this inadequate and dangerous road. I have seen horrible accidents on this highway and life-flight helicopters transporting the maimed and wounded to local hospitals.

I have yet to see one of those helicopters transport a red-legged frog, a northwestern pond turtle or a steelhead fish.

Obviously the saving of human life has priority over the endangered species mentioned in this article. I have attended several California Transportation Commission meetings where Caltrans has admitted that numerous highway projects have had "project delivery dates" held up because of the environmental review process.

It seems that the requirements of the California Environmental Quality Act and National Environmental Protection Act have been written to penalize repairing needed infrastructure. Changes are in order and the public should demand those changes.

If the road cannot be "four-laned" until 2003, at least a K-rail type barrier could be placed down the center line of the road to prevent cars from passing, much as was done on Highway 37 in Marin.

Good environmentalism, pray! Bad environmentalism, bah humbug!

Don Edmisten
Fairfield

Rezoning postponed in Fairfield

By Perry Swanson/Staff Writer

Fairfield City Council members delayed voting Tuesday on a plan to shrink the city's capacity for growth and ordered a detailed environmental assessment of the plan.

The process could take at least a year. In the meantime, council members asked for an interim ordinance to prohibit development until the review is complete in areas addressed by the plan. The council will vote on that ordinance at its Dec. 5 meeting.

The plan would remove several large parcels of land from a list designated for future growth and rezone some smaller parcels within the city for

high-density development. Land owners have blasted the plan because it would likely preclude the option of selling their property to developers. City residents complained the new high-density sites—likely apartment complexes—would increase traffic and pollution.

Ken Smith, president of the Cordelia Homeowners Association, said the city should fix problems with infrastructure before pursuing further growth.

"I'd like to see no more development until we get some of our traffic problems solved, some of our school problems solved," Smith said.

The plan would put thousands of acres of land in high-density development. See Fairfield, Back Page

Fairfield ...

Continued from Page 1A
sands of acres mainly in Green Valley, Rockville Hills Park and around Travis Air Force Base outside the area where Fairfield plans to pursue development.

Council members said they were surprised and disappointed by the avalanche of public outcry against the plan.

Councilwoman Karin MacMillan was particularly adamant about the need for a complete environmental report before development be considered. City staff have already prepared a document indicating the plan would

have no significant effects on the environment. But the council told the city to pursue a more detailed Environmental Impact Report.

MacMillan said if she has anything to say about it, "none of the smart growth areas are to be built until we have a full EIR for each area." The packed hearing room responded with loud applause.

Councilman Steve Lessler was more skeptical.

"I don't want to see us put in a moratorium that shuts everything down," he said. "I just don't think that's healthy for the city."

Cordelia Road change decision goes to Council

By David Ryan
DAILY REPUBLIC

(11.2.00)

FAIRFIELD — Traffic-weary Cordelia residents will have to move their case to halt any future plans to widen Cordelia Road to the City Council.

The Planning Commission voted unanimously Wednesday night to recommend the City Council shrink the urban limit line around the city, but remained officially silent on the Cordelia Road issue.

Residents there are upset about commuters using the two-lane thoroughfare as a shortcut around

the troubled I-80/I-680 exchange. A new "livable city" general plan presented to the planning commission on Oct. 25 left open the question of whether Cordelia Road would be widened.

Commissioners centered their attention on coming to a consensus to push a growth-resistant general plan recommendation through to the City Council.

Commissioners Gary Helm, John Gebers and Joe Harper initially balked at recommending a general plan change that included higher densities in the central city,

See Cordelia, Page A7

Cordelia

From Page One

but seemed swayed by Clarence Sanders, who, while having reservations about increased densities, urged the commission to recommend the "livable city" plan.

As the planning commissioners would want the council to act, the urban limit line would sever most of the Rockville Park area, selected portions of Suisun Valley and sections north of the city from

urban development that could be considered for annexation.

Legally, the anti- and slow-growth City Council could ignore the recommendation and rework the "livable city" plan in any fashion they would prefer.

Critics of the new blueprint worried about the effect of so much density and square footage given to future commercial and

residential developments.

Commissioners complained about not having enough time to do a thorough look at the effects of increasing the density of certain residential and commercial zones within the city limits — especially effects on traffic. New numbers of the amount of congestion along city streets are due out before December.

"Smart growth is fine, but

smart growth is all encompassing," Helm said. "... If you get higher densities, I think we should look at streets that can't be widened."

The City Council will deliberate over the "livable city" plan at a public meeting at 7 p.m. Nov. 21 in the Council Chambers.

David Ryan can be reached at dryan@dailyrepublic.net.

Transportation panel seeks residents' input

SUISUN CITY — The Metropolitan Transportation Commission wants to talk to Solano County residents about transportation needs in the area.

County residents are invited to speak their mind at a public hearing at 5:30 p.m. Monday at Suisun City Hall.

The hearing is part of MTC's research into where to spend about \$10.2 million in Transportation Development Act money.

The MTC considers Solano County one of the Bay Area's more rural counties, where TDA money could be spent on local street and road projects if the MTC determines there is no reasonable need for alternative mass transit.

Suisun City Hall is located at 701 Civic Center Blvd.

Caltrans has plans to widen Highway 12

Stretch between Napa and Fairfield will be four lanes

By David Ryan
DAILY REPUBLIC

(11.3.00)

NAPA — By the end of the decade, Caltrans plans to widen Highway 12 to four lanes from Highway 29 in Napa almost to Interstate 80 outside Fairfield.

State engineer Diane Steinhauser apologetically told a group of 60 Napa-area business people it was the best the state Department of Transportation can do right now for workers who commute on the two-lane highway between Solano and Napa counties. Even when Highway 12 is at four lanes, she estimated it would operate almost near gridlock along some portions close to Highway 29.

The state wants to take Highway 12 and more than double the amount of pavement on the east and westbound sides, with a ditch dividing the two flows of traffic and a safety shoulder for stranded motorists and emergency vehicles.

See Caltrans, Back Page

Caltrans From Page One

A lengthy environmental review process stands between now and the construction date, involving the identification, destruction and replacement of three endangered species habitat along the proposed route of the expansion.

Plus, the humans along the way must be persuaded to sell pieces of their property to the state.

Caltrans wants to play nice with landowners before invoking eminent domain.

Steinhauser said Caltrans has been actively planning a Highway 12 expansion since January 1999.

The state is in the process of pulling together the more than \$106 million it will take to build — in 2000 dollars. By

2008, when the bulldozers are scheduled to start dozing, contractor services could push up the cost.

“As work in the Bay Area increases, we’re going to see contractors’ bids creep up,” Steinhauser said. “On some small projects we send out to bid, we don’t get any bids back at all.”

The construction will be officially labeled “The Jamieson Canyon Project” with a current budget of only \$1.5 million, less than 1 percent of the money needed to complete construction.

For two hours Thursday, Steinhauser explained the lengthy process of state and federal environmental review for a road that would pass

through the endangered species habitats of the California red-legged frog, the northwestern pond turtle and possibly streams scattered with threatened steelhead fish.

“When we affect endangered species habitat we involve a lot of people (in government agencies),” she said. “. . . it slows things down considerably.”

As part of the construction the state would choose one of four possible plans to fix the Highway 12/ Highway 29 interchange in Napa. Most residents who attended the meeting tittered when the 2008 construction date was announced. During the question and answer session, Howard Lonsdale, a Napa businessman, threatened a class action law-

suit against the state because he said he had been complaining to Caltrans for 30 years that Highway 29 needed to be widened for safety reasons.

“If that doesn’t work we’ll go out to each accident victim and tell them the state is responsible for criminal negligence because they haven’t widened the road,” he added.

An improved Highway 12 and Highway 12/Highway 29 interchange would pour more traffic onto Highway 29, Steinhauser said.

“If we pour more traffic onto Highway 29, Highway 29 will have to be dealt with,” she said. “We’ll have to look — what’s the next bottleneck?”

David Ryan can be reached at dryan@dailyrepublic.net.

Businesses support highway changes

By JAY GOETTING
Register Staff Writer (11.4.00)

NAPA

The Napa and American Canyon business communities are solidly behind improvements planned for Highway 12 through Jamieson Canyon, but there is concern over from where the \$106 million needed for the total project will come.

More than 100 representatives of various factions favoring the project turned out at Day Labs' facility in south Napa for the two-hour session which was termed a "rally."

The 6.2 mile stretch from Interstate 80 to Highway 29 has been the site of frequent accidents. Mike Zdon, executive director of the Napa County Transportation Planning Agency, said 10 percent of the mishaps are head-on collisions, many resulting in serious injuries.

Support

From Page 1A

There are currently 30,000 vehicle trips a day through the corridor. That is expected to increase to 42,500 by 2010 and double to 60,000 in 2020.

Along with the widening and other improvements to the roadway, the Highway 12/29 interchange will also see a major upgrade. That alone will cost somewhere between \$34 million and \$48 million depending on the design chosen.

So far, only \$7 million has been earmarked for study and design work, and that did not come easily. It was originally eliminated from the governor's budget, but with pressure from state Senator Wes Chesbro and Assemblywoman Pat Wiggins along with community members, it was funded.

Zdon said using Napa County's transportation allocation alone, it would take 20 years to fully fund the project. Other sources must be found and an early start made on the design.

"We're dependent on the kindness of strangers," he noted.

Diane Steinhauser, district division chief for Caltrans called the rally the "kickoff of a long relationship."

The current timetable calls for environmental evaluation and design followed by actual construction which would be completed in 2009. Steinhauser hopes that can be accelerated by at least two years.

Envisioned is a four lane expressway with improvements at each end, wider shoulders and a median divider.

The 29/12 facility in a best case scenario would see five northbound lanes on Highway 29, four southbound and four left turn lanes from 29 to eastbound 12.

Steinhauser told the group they could perceive a lull in activity while design and environmental review are taking place. Meetings will be scheduled to keep businesses and residents up to date on activity.

The placement of an interim median barrier has apparently been tabled and a suggestion to limit truck traffic would take the intervention of other agencies.

Retired Physician Howard

Lonsdale who lives on Jamieson Canyon Road complained about the lack of response to his concerns literally over decades. "You don't live out there. It takes 10 minutes to make a right turn, let alone a left," he said. "You people don't know what you're doing."

He said legal action in the form of a class action suit by neighbors or a hefty personal injury action by an accident victim could be imminent. "You're warned," he said.

Steinhauser told Lonsdale, "This is not a citizens' meeting. It's for the business community. We have a foot in the door and we'll move ahead."

She emphasized that projects that are ready or are moving ahead will get necessary funding.

American Canyon City Councilman Don Colcleaser criticized County Supervisors Mike Rippey and Kathryn Winter for not attending the meeting and for not supporting the project. No opposition was voiced at the meeting, and the two supervisors could not be reached for comment on Friday.

Reporter Jay Goetting can be reached at 256-2220 or goetting@napanews.com.

Commuters and travelers embark, depart at Suisun City station ²

D.R. (11-5-00)

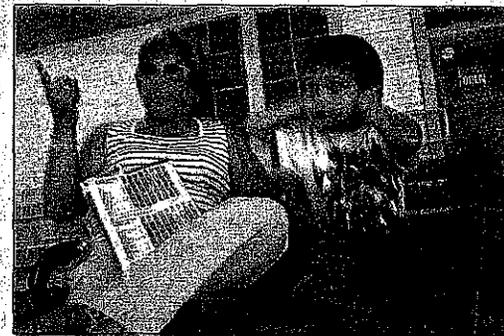


Pham, 22, of Vacaville, missed the 6:08 a.m. train and had to wait for the next train, at 8:38 a.m.

The Suisun City Train Depot rarely bustles with activity, but it seems as though somebody's always around, waiting to go somewhere. Most visitors don't stay long. They follow the ebb and flow of trains and Greyhound buses that stop briefly. Daily commuters arrive minutes before the train arrives to whisk them quickly away. Other travelers step off the cars or buses as they return home. For still other travelers, Suisun City is just a stop on their journey elsewhere.

Story by
**Judith
Faught**
Photos by
**Christine
Baker**

See A Day at the Depot, Page D4



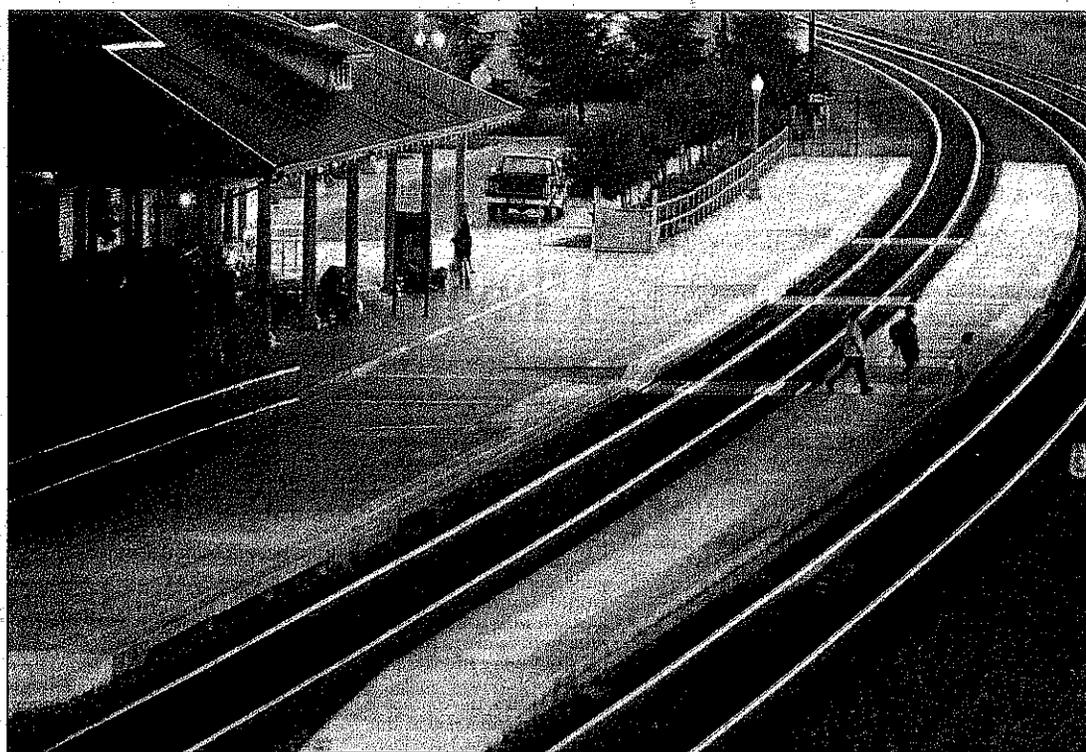
Theresa Nelson of Cordelia stopped at the Suisun City depot to watch the trains with her grandson, Rhys Nelson, 3.

Not only is the depot a stopping point for travelers going great distances, it is also used as an unsanctioned shortcut for pedestrians crossing between Suisun City and Fairfield.

③

a DAY
at the
DEPOT

CONTINUED FROM PAGE D1



A shadowy figure hovers outside the station in the pre-dawn darkness. Then a second pops into view. Then another. They seem to multiply. The shadows come into view with the luminance of the depot's beacon lights. These are the 50 or so commuters who make the pilgrimage each day from Suisun City into Oakland and San Francisco via the Capitol Corridor train. Jay Allen, 49, is one of the faithful. He's taken the train to work since 1992.

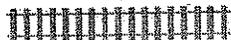
"I like to get to work a little relaxed," he explained of his choice of travel.

"It's very reliable. It has to be."

He departs the train in Emeryville and continues to San Francisco on a bus.

Suddenly, a whistle is heard. The 6:08 a.m. train whooshes into the station on time. The windows reveal people working on laptop computers, reading books, talking on portable telephones and sleeping.

Within two minutes, another whoosh. The train is gone. The station is empty again.



The Internet brought Christina Bust to Suisun City. The 26-year-old met a friend in a voice chat-room and she traveled from Michigan to see him.

"He paid for my ticket out here and is paying for my ticket to Arizona," she said. She plans to meet with her friends in Arizona. These are not computer-acquaintances. She met these people the traditional way, in person.

Bust swears traveling out to Suisun City wasn't a stab at romance. Heck, she has a boyfriend in Arkansas and isn't looking for another one.

"He's just a really nice friend. I've got lots of friends on the Internet. This is the first one I've met for real," she said. "We have all kinds of things in common. We like music. Both of us went through rough relationships that we got out of..."

Wasn't she scared, coming out cross-country to meet someone she only knows over a computer?

She shakes her head no. She talked with him enough that she thought it was pretty safe. Her parents weren't convinced.

"My mom was worried to death. She was crying when I left. I called her when I got here and gave her the number."

The stay was wonderful. She would like to come back.

She also enjoyed traveling by train. "It took 2½ days to get here. It's fun. Train rides are a blast. I'm used



Morning commuters Susan Aronce of Yacaville and Arlanda Mitchell of Fairfield catch the 6:10 a.m. westbound Amtrak train.

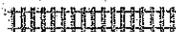


Christina Bust, 26, of Michigan waits to catch a train back home after spending a week in Suisun City with a man she met on the Internet.



Boyd Johnson likes traveling on the train so he can sip a beer and watch everyone go crazy on the freeway.

to Greyhound (buses). Trains are s-o-o much better. On the train it's like they wait on you hand and foot."



Most train commuters who visit the Suisun City depot are traveling out of Solano County,

Ianthus Martin, travels in. The 21-year-old University of California, Davis, student catches the train in Davis and about 30 minutes later, he and his bicycle exit at the Suisun City station. His next stop? His job at Starbucks Coffee on Oliver Road.

Um, isn't there a Starbucks in Davis or at least closer to home?

Yep, that's where Martin started. But the Fairfield store provides "better opportunity," which likely means better pay.

It's an \$8 round trip, which Martin, a senior who has yet to declare a major, views as affordable, especially given the cost of gas today. It's also the best way for him to get around.

The turn-of-the-century depot on Main Street in Suisun City was renovated in 1992. The building stood vacant for years, and is now a busy transit hub for Solano County.



Public drives home transportation gripes

By David Ryan
DAILY REPUBLIC

(11.7.00)

SUISUN CITY — Gloria Davis's seeing eye dog sniffed his way to the podium of the City Hall Monday night so his master could talk to the relevant bureaucrats who might make her days more eventful with increased bus service.

Or the increased rail serv-

ice, BART service, ferry service and school busing that people who followed Davis to the podium wanted from the representatives of the Metropolitan Transportation Commission, which oversees the nine county Bay Area's regional transportation needs.

In some ways mass transit

See Gripes, Back Page

Gripes From Page One

in Solano County is like a seeing eye dog. Not so much leading the blind, but winding its way through obstacles, sometimes stopping to wait for his master's command. Monday's unmet transportation needs hearing was one of those times to sniff.

The comments are much the same as they are year after year: More, better, someday?

Tired commuters and immobilized welfare-to-workers were some of the predicaments thrust before the MTC along with those three words.

"You're not going to have welfare people keep their jobs unless you have buses running every hour," Davis said, representing Vacaville's "Ride with Pride", an organization that helps the handicapped and transportation challenged find a way to get around. She said there was too much time between buses and stops.

John Gilmore of Fairfield told the panel commuters needed help.

"I just moved here from San Francisco," he said. "I work there. Friends of mine said 'hey, it's a lot less expensive in

Solano County.'"

Yet, as Gilmore determined in the short time he's lived in Fairfield, the daily commute costs patience as well as the bridge toll.

"Train service, BART service, even some kind of light rail service would help," he said.

Mikos Fabersunne, a Dixon resident who commutes to Sacramento, reminded the panel that Solano commuters don't all head west.

"I work in Sacramento, I work for the state of California," he said. "I try to use public transit as best I can."

It's hard though, he said, because the connection between buses in Sacramento, Yolo County and Solano County are either nonexistent or frustratingly complex.

Daryl Halls, executive director of the Solano Transportation Authority, said the STA was already working on some of the concerns people had that night.

Rail and increased bus service was being looked at as result of last year's unmet needs hearing. Improving ferry service from Vallejo was "one of our top

priorities." Halls ruled out a ferry for Benicia though because he was skeptical it would generate sufficient money from commuters.

Kevin Daughton, Fairfield city transportation manager, said it costs about \$300,000 to add another bus, with thousands in daily operating costs.

"If we ordered a new bus today it would take a year and a half to get in service," he said. The news wasn't welcome to a mother concerned about getting her children home from Fairfield High on time.

The MTC will take Solano County residents' words to their programming and allocation committee, which holds the cash to start or improve some transportation projects.

Mary Griffin, an MTC representative from San Mateo County, said Solano County's concerns weren't unique.

"A lot of the concerns you have are the same as those around the Bay Area," she said.

David Ryan can be reached at dryan@dailyrepublic.net.

Highway 12 concerns right on target

Reporter Editor:

A letter to the editor (Reporter, Oct. 25) outlined the hazards on Highway 12. My husband and I traveled this road later that day. The concerns outlined bear review and immediate action to prevent a catastrophe.

The barrier on the right hand side of the eastbound Highway 12 (toward the Rio Vista bridge) creates a lane barely adequate for a small auto, much less a semi-truck. Totally puzzling is any rationale for this barrier, which has the potential for the following problems:

If a driver has a need to stop (mechanical problem, accident, flat tire), the stop must occur on narrow lane. There is no shoulder whatever

If a driver has to stop and needs to exit the vehicle, this extremely risky exit would be into the westbound lane of traffic (close to suicide). You cannot get out of the right side door;

The barrier causes semi-trucks, pickups, and motor homes to encroach into the westbound lanes by more than inches. Even timid automobile drivers stray over the line.

I would strongly recommend that Caltrans and the Solano County Board of Supervisors make a trip to the area forthwith and correct this extremely dangerous situation before someone is seriously injured or killed.

Don (11.7.00)

Kathren Martz
Vacaville

Tired of playing I-80 survivor game

Every morning on my commute to work I am selected to play the game,

"Survivor." Unlike Richard Hatch and the rest of the "Survivor" crew, however, my entry into this game is totally involuntary. Allow me to explain:

Following my pre-workday routine, I get into my car (around 7:10 a.m.) to head to my job. I have dedicated my working life to a field that helps people and saves lives. And every work-day morning, I find myself fighting for my own life as I try to enter onto I-80 westbound at the Cordelia/Green Valley Road entrance ramp. This is when the game of "Survivor" begins.

I grip the steering wheel, take a deep breath, and wait behind the other drivers who are also trying to enter the highway. The anxiety increases when I find myself at position #4 on the entrance ramp. Then that terrifying moment comes when I have to take the Survivor Challenge to actually merge onto the highway. So what makes this so difficult? It is simple - the enormous I-80 backup that greets me every morning resulting from drivers that want to exit I-80 onto Highway 12 West toward Napa.

Now, as I become an unofficial "Survivor" player, I put on my blinker indicating my desire to enter the highway.

It quickly becomes clear that blinkers are meaningless - most of the drivers trying to exit I-80 would rather hit you than let you in. But, I somehow manage to maneuver

myself into lane No.1 of the highway (which is usually at a dead stop). And so begins the second part of the "challenge."

I now have to merge again, into the second lane of I-80, where all the cars are traveling at 60 mph or more. I again put on the blinker, look into my side and rear view mirrors, and pull out. I make it, but barely, because I am almost hit by a driver from lane #3 that is slicing aggressively into lane No. 2 so that he/she can cut off someone else waiting to exit in lane No.1 (because he/she also needs to exit).

So, I ask you, how fun does that sound? I am writing because this is a serious, non-entertaining "game" that is played daily by many of us. Where has the safety and courtesy of drivers gone? Additionally, why is there no traffic control? As we have no entrance ramp anymore, the situation is dangerous.

I cannot believe that the CHP is not aware of this problem. Will it take a fatal accident before this weekly nightmare is dealt with? Yes, I am a poor sport, as I don't want to play the "Survivor" game any more.

I only hope that this brings attention to a major problem that urgently needs to be dealt with before someone gets seriously injured or killed. In the mean time, to all of you involved, be considerate, patient, and safe.

Janet Ogden
Fairfield

D.R.
(11.7.00)

Watch out for Highway 12 road work

By David Ryan
DAILY REPUBLIC

(11.8.00)

FAIRFIELD — Scoot over and watch your left-hand side.

Part of the eastbound lane of Highway 12 is narrowed by concrete dividers toward Rio Vista, and the Solano Transportation Authority is trying to get the State Department of Transportation to post more warning signs to alert drivers.

Caltrans is busy widening the shoulder as part of an expected \$33 million in safety improvements for Highway 12. In the meantime, the STA doesn't want construction to make the existing road way less safe.

So, the county has called on the Califor-

nia Highway Patrol to cruise the area more often looking for speeders in the area.

The agency made a "strong recommendation" to Caltrans to post more and better signs warning drivers, said Daryl Halls, executive director of the STA. It's part of the county's ongoing "major investment study" of safety concerns along the road.

The end result is due out this June.

"We have a consultant that's currently working on the study," Halls said.

The study was set up as a requirement to get state funding to construct safety improvements such as wider shoulders and roads that allow cars a more level

ride over hills.

"It's to determine the safety of that corridor," Halls said.

Likely that safety won't include a center divider to stop head-on collisions, as residents have suggested to Caltrans and the STA.

"If you put a center divider in there you have to widen the road," Halls said. We don't have the funding to do that."

As it is, the agency is hoping the state will come through with tens of millions of dollars during the four- to five-year construction process of the Highway 12 safety project.

David Ryan can be reached at dryan@dailyrepublic.net.

Start now on Jamieson Canyon Road

Getting Jamieson Canyon road improved to the tune of \$106 million, plus another \$40 million-plus for the Highway 12-29 intersection, will require cooperation, negotiation and fundraising by local officials. That process should begin now, to ensure that the project will improve commerce, reduce congestion and save lives as soon as possible.

How long will it take to improve Jamieson Canyon Road? That depends largely on how well Napa's leaders — public and private — cooperate with each other and negotiate with local property owners, state transportation officials and environmentalists.

It will also depend on how much money can be raised locally for preliminary environmental reports, design and property acquisition.

The good news is that the Napa County Transportation Planning Agency, which represents Napa County and its municipalities, unanimously supports the project because it will improve commerce, reduce congestion and save lives. That means something to Caltrans, which decides which of several competing projects in the state should get construction funding.

The bad news is that Napa County has a lot of costly preliminary work to do before it can even ask Caltrans to approve \$78 million in road construction funds.

At a "rally" of local business and political leaders at Dey Laboratories in Napa last week, local and state transportation officials said Napa has only \$7 million toward the \$106 million road project, and has collected virtually nothing toward a \$40 million-plus traffic signal at Highways 12 and 29.

How to get the money?

Have a project ready to go, said Diane Steinhauser, Caltrans district division chief. Projects that have been environmentally cleared and have finished design work and right-of-way acquisition are looked upon favorably by Caltrans officials who dole out construction funds.

She warned that getting environmental clearance will require mitigating impacts to endangered species like the California Red-legged Frog and the Northwestern Pond Turtle.

More importantly, it will require negotiating rights of way with property owners whose driveways abut Jamieson Canyon road and who already have a hard time driving on and off their properties. Local officials need to convince landowners that negotiating rights of way will improve access to and from Highway 12. That shouldn't be too difficult for project designers.

Steinhauser said the six-to-eight year estimate before construction starts can be shortened if Napa County can "get people to sell early," and if officials "overlap design with environmental review." She recommends starting this process in January. That's about seven weeks away.

To get started in 2001-02, Napa County will use up its \$7 million.

Another approximately \$14 million will be needed to complete environmental and design work by 2005, and \$7 million more is needed to negotiate property purchases.

Napa County receives about \$5 million a year in transportation funds, but it will need additional state money — and help from Solano County — to complete environmental and design work in 2005.

Getting these financial ducks in a row should be a top priority among the community's political and business leaders.

Once environmental clearance is obtained, government funding will be easier to obtain from Caltrans, the federal government and the regional Metropolitan Transportation Commission.

Local officials need to begin pushing now for funding. Business leaders should push politicians and politicians should push the bureaucrats who dole out cash.

They should also start knocking on the doors of Jamieson Canyon Road property owners whose cooperation could help keep the process moving forward.

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Cordelia residents rant about commuter chaos

By Robin Miller/City Editor

After protests from angry Cordelia Road residents, the Solano County Supervisors Monday ordered staff to find ways to resolve traffic woes on the clogged artery.

But it wasn't enough, residents complained.

"It's a total waste," said Cordelia resident Frances Rotz. "We're going to have to get an attorney. All they do is reports and studies and nothing happens."

Rotz presented a petition to the Solano County Transportation Department, Board of Supervisors and the Fairfield City Council, on behalf of

Cordelia Road residents who want a portion of the road closed to eastbound traffic during the evening commute on Thursdays and Fridays.

The problem, residents say, is that too many commuters exit northbound Interstate 680 at Cordelia Road to avoid congestion at the interchange where I-680 connects to Interstate 80.

Once they've exited I-680, the commuters take eastbound Cordelia Road to Fairfield and Suisun City.

"Imagine what it's like — the noise, the emissions, not being able to get out of your driveway," said resident Larry Welch. "I've spent 10 minutes

trying to get out of my own driveway many, many times."

He told the board that improvements to the Benicia-Martinez and the Carquinez bridges, the construction of a new high school and new housing developments will only worsen the problem.

"We need to decrease the number of cars using the road," Welch said.

He suggested posting, and enforcing, "no through traffic" signs during peak commute times.

"If you make it difficult to use county roads as reliever routes then you will get (the people) pushing for what is really needed — a new interchange at 80 and 680.

Rotz agreed.

"All we want is for someone to stand up and say no left turns

or no right turns or whatever," she said. "We shouldn't have to get an attorney, but if you can't help us we will do that. The petition is only the beginning."

But County Transportation Department staff and the county attorney say it would be illegal to close portions of the road.

"As a general rule, county-maintained roads are intended to be kept open to all the public at all times," said County Transportation Director John Gray.

Gray said a review of the situation shows Cordelia Road has a higher-than-average accident rate and that traffic volume is much higher on Fridays than any other day of the week.

But the solution, said Gray, lies in improving the interchange at I-80 and I-680.

Supervisor Duane Kromm, noting that the city of Fairfield

also opposes closing the road, expressed frustration with the problem.

"Limiting the traffic to locals sounds good, but how do you enforce it?" he said. "The solution is in finding ways to divert that traffic. But how you do that, I don't know."

Supervisors Bill Carroll and Skip Thomson said they don't want to see any solutions that prohibit the public's right to use a public roadway.

"I was on North Alamo Drive and that is also very busy. I mean, where do we stop this?" Thomson asked. "When you start limiting folks from using publicly funded roads, you are on a slippery slope."

Carroll agreed, but also used the situation to poke at city of Fairfield officials.

"I read Fairfield's arguments

about the impacts on them (if the road were closed), and the name Nelson Road just jumped up," said Carroll, referring to a frontage road that once linked Fairfield and Vacaville. Several years ago, Fairfield abruptly had it bulldozed.

"I could hardly contain myself ... They went in under cloak of darkness and closed that road in a move that was spiteful ... yet here I read, item by item, as to why you should never do something like that," he said. "It just shows what goes around, comes around."

Rotz was irritated by both Carroll and Thomson's comments.

"They just want their Vacaville people to use our road, and that's not going to happen," she vowed.

Cordelia Road issue passed to city

By David Ryan
DAILY REPUBLIC

(11.8.00)

FAIRFIELD — Cordelia residents unsuccessfully lobbied the Solano County Board of Supervisors Tuesday to close a section of Cordelia Road to eastbound traffic during the evening rush hour.

Led by commissioner Duane Kromm, whose district holds Cordelia Road, supervisors placed the issue squarely in the hands of Fairfield city government. It plans to complete a study of the effects of commuter traffic on roads in the Cordelia area.

The Cordelia Homeowners Association wasn't satisfied in the least, said Frances Rotz, a member of the association.

"We went in there today knowing that if we didn't get something we'd go to an attorney," she said. "... It's going to take us homeowners to push something. We need a law."

Rotz and 51 other Cordelia residents wanted the county to close Cordelia Road

to northbound traffic from Pittman to Hale Ranch roads at 3-7 p.m. each Thursday and Friday.

That's the time when road-weary commuters skip out on traversing through the Interstate 80 to Interstate 680 interchange by using Cordelia Road as a shortcut.

Not coincidentally, that's also peak time for bumper to bumper traffic on the rural two-lane road, with most bumpers heading east toward Vacaville. The effect for residents along Cordelia Road is a lengthy wait in their cars to get out of their driveways and subdivisions — punctuated by the rush of adrenaline when a space appears and their feet slam the accelerator.

Thursday and Friday are the worst days for traffic on Cordelia Road, with about 3,800 vehicles passing Thompson Lane on Thursday and 7,600 vehicles passing on Friday, said John Gray, director of the county's Transportation Department.

"It's operating at service level 'F,'" he

said. "That's the Bay Bridge at rush hour."

Commissioner Skip Thompson told Rotz he received calls from residents in Vacaville demanding that Cordelia Road remain open. Reason: They use it to get home.

Kromm dodged flack after he wrote an editorial warning to the idea of closing Cordelia Road. Local residents told him they would be trapped by commuters if they weren't able to take it around the I-80/I-680 interchange.

Yet Cordelia residents will get their wish, temporarily, this spring when Fairfield closes it between Pittman Road and Gordon Circle to work on a bridge. The detour is scheduled to run up Pittman Road, to Link Road, then southeast to Gordon Circle, which will dump traffic back onto Cordelia Road.

David Ryan can be reached at dryan@dailyrepublic.net.

Prepare to sue over road closure

I commute from Suisun City to Concord and have used Cordelia Road five days per week for the past two years.

I found it odd that it was illegal to make a right turn from Ramsey Road onto Bridgeport on Friday afternoons. Now it is illegal to make this turn five days per week. I guess Bridgeport must be a privately owned road.

Now, a small group would like to inconvenience a much larger group by closing "their" Cordelia Road on Thursday and Friday afternoons.

If these people would like to reduce the traffic on Cordelia Road, they should work to improve the traffic conditions on I-680 and I-80 rather than looking for a way to make those conditions worse.

I will be watching this issue closely and will remember who voted for and against it. I will be sure to remind others when the next election rolls around, as well.

I would also be willing to join in a class-action lawsuit over this privatization of public roads and to be compensated for the additional commute time that this will cause.

Edward J. Lydon
Suisun City

D.R. (11.11.00)

LEADERS TO THE EDITOR D.R. (11.11.00) Cordelia Road needs stop signs

As an alternate solution to the problem of the Cordelia Road closure proposal and one that can be done immediately and low budgeted, I suggest an ideal plan of deterrence for commuter cars from finding Cordelia Road as a shortcut from the never-ending and increasingly growing commuter car congestion that I believe is caused by the merging of big rigs at the Cordelia truck scales on Highway 80.

During peak hours when congestion is high, it is only natural for commuters to find a way to get by the "critical mass" and therefore cause the growing spillover of cars on to the "shortcut" of Cordelia Road. One road without stop signs only invites more speeding cars that can reach top speeds of 70 mph.

A low-budget plan to resolve this is to put the stop signs along the road as a way to deter commuter drivers.

That should keep them from using this two-lane, potentially hazardous and imaginary "highway" called Cordelia Road.

As a result, Highway 12 at Pennsylvania intersec-tion also gets backed up due to this problem and its increasing number of cars making a right onto Highway 12.

Hector Perez
Suisun City

Residents: More mass transit needed to quell commuter mess

By David Ryan
DAILY REPUBLIC

(11.15.00)

FAIRFIELD — Residents pleaded their case to Solano Transportation Authority Officials to expand mass transit systems Tuesday night, despite being informed of a barrage of transportation projects in the works by county and state agencies.

Tuesday was the last of a series of traveling STA information-gathering sessions designed to gather Solano County residents' comments about what priorities they would like the STA to have.

The agency is in the process of establishing a 20-year transportation plan for the county set to be completed next November.

The STA has worked work to secure money for work on the Interstate 80/Interstate 680 interchange, I-80 reliever routes, Highway 12 improvements.

On the public transit front, the agency plans to add rail trains to current and planned stations in the area plus expand BART Express.

Daryl Halls, executive director of the STA, said the agency would have to opportunity to allocate \$40 million for transportation projects next year.

Fairfield Councilman Steve Lessler told residents an influx in state funds was made possible in part by a

spirit of cooperation among the cities and county in Solano.

Parochialistic thinking wasn't going to help the city considering that Fairfield is along a major transportation corridor.

"What does this mean?" he said.

"This means the projects Daryl (Halls) was talking about are extremely important for the region, not just our city."

Residents' concerns centered on the local area.

Diana Welch, Frances Rotz and other Cordelia residents pleaded their case to stop commuters from using Cordelia Road as a reliever route for the I-80/I-680 interchange.

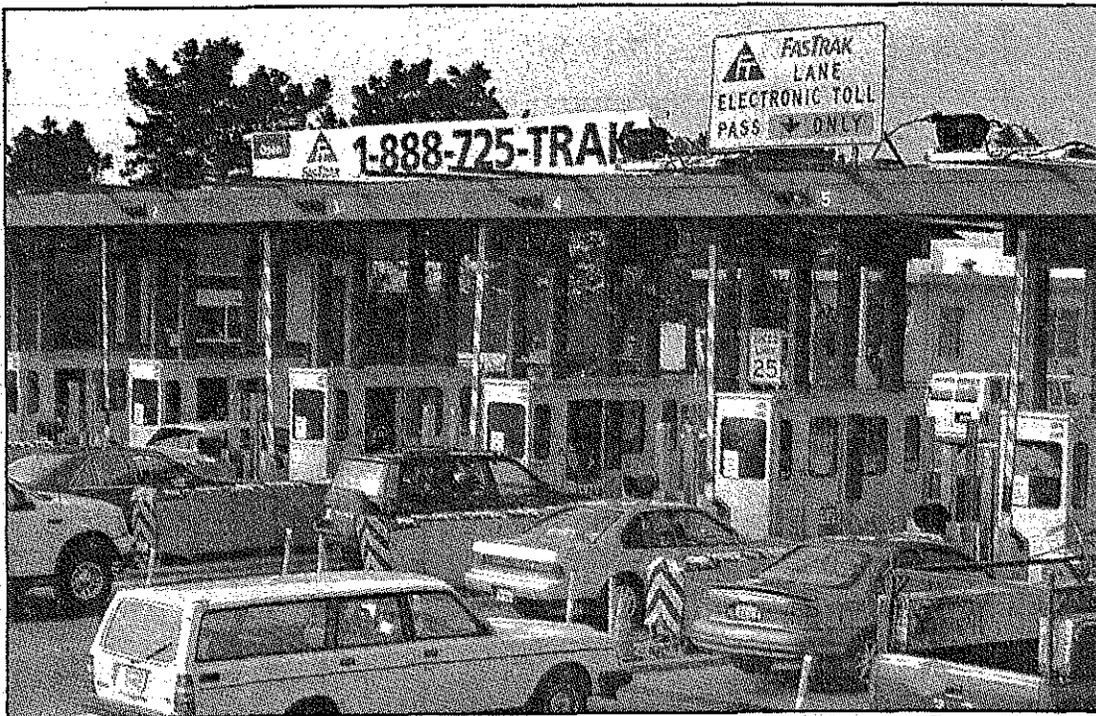
Randy Carlson warned that interchange improvements along major city roads often resulted in restricted bicycle access.

The STA will hold follow-up public hearings this summer.

David Ryan can be reached at dryan@dailyrepublic.net.

11-16-00

BAY



JERRY TELPER / The Chronicle

Electronic Toll System Expands

Fastrak arrived at the Richmond-San Rafael Bridge yesterday, where motorists zipped through the No. 5 lane at 25 mph after paying the \$2 toll electronically.

The technology is in place on three of the seven state-owned bridges around the bay and on the Golden Gate Bridge.

Benicia & Vallejo talk about ferry service

Benicia seeks limited 'recreational' runs

By Chris Dufek
STAFF WRITER (11.15.00)

Benicia might get a ferry service added to its list of public transit choices, but it's a long way off according to city officials.

"We've been working toward this goal for many, many years," said Alan Nadritch, city finance and

public transit director.

Currently, Benicia is talking with the city of Vallejo about expanding their ferry service to Benicia. There are plans to do some "recreational runs."

"It's something to test the waters," Nadritch said.

If the recreational runs are approved, up to two ferry stops might take place in Benicia on selected weekends.

Nadritch said he believes many Benicia commuters would take

advantage of a ferry service to San Francisco.

"I think there would be people who would love to take a boat ride there," he said.

Nadritch said the two cities are working with each other regarding the project.

"We're in constant discussion with the City of Vallejo," he said.

Nadritch said it would be premature to discuss any concrete plans or dates regarding a Benicia ferry service.

The City of Vallejo currently has one of their ferries in dry-dock being rehabilitated. The process could take "months and months" according to Nadritch. The ferry in dry dock in a "jet-cat," which Nadritch describes as "a relatively spiffy boat."

Nadritch said that any further plans for a Benicia ferry service would be pending the return of the jet-cat to the Vallejo fleet and that there probably wouldn't be any set plans until next spring.

School busing, transit system under fire; future looks bleak

By David Ryan
DAILY REPUBLIC

(11.13.00)

FAIRFIELD — It may not be three miles through the sleet and snow up hills both ways, but some Fairfield High School students have to make quite a trek to get home from school these days.

A city ordinance passed last month blocks riders from standing up on city buses in the afternoon, a direct result of rowdy, pugilistic and foul-mouthed students expending excess energy on city buses during the ride home.

While the rides may be quieter now for those who make it on the buses, dozens of others have to cool their heels for up to two hours waiting for

an empty seat. Many more walk home.

Fairfield High junior Eli Martinez is one who's had it with the bus system. Instead of using public transit, he walks a full half hour to get home every day from school, crossing busy city streets along the way with dozens of other students.

"I would have to pass three bus stops before there was a bus I could get on, because there were too many people," he said.

The City Council made the law after adult riders complained about the raucous students, said Kevin Daughton, Fairfield transportation manager.



Mike McCoy/DAILY REPUBLIC

A new city ordinance doesn't allow riders to stand up during the afternoon, forcing some students to walk up to a half an hour to make it home.

See **Busing**, Page A13

Busing From Page One

Suisun City resident Marian Crosby understands about wanting a safe environment on the bus, but she wants the city, school district — somebody — to put more buses on the streets, even if she has to pay more taxes to do so.

Crosby told Bay Area transit officials last week her daughter has had too many hours waiting around for an empty seat on a bus to get home from school. She thinks it's about time Fairfield's bus system could take her kids and their friends to school, work and hangouts around town.

"Kids are coming home at 5 p.m., even though school lets out at 2:50," she said. "It's a 10-minute car ride from school."

The Fairfield-Suisun City School District said it won't help. Despite a recent influx of

Since budget cuts in 1992, free busing is limited to special education students and students coming from Cordelia. Otherwise, there isn't any free busing to Fairfield High, and only some to Armijo High. The rest is on a fee-based system at a cost of \$265 per year per child.

unexpected money in district coffers, Charlotte Murphy, director of transportation for the school district, said her department won't receive an increase to its budget.

Since budget cuts in 1992, free busing is limited to special education students and students coming from Cordelia. Otherwise, Murphy said, there isn't any free busing to Fairfield High, and only some to Armijo High. The rest is on a fee-based system at a cost of

\$265 per year per child.

School Board Member Gary Falati said if students gave the city reason to take such a stringent action, let them walk home.

"We just don't have all the funds to transport the kids to all the places we'd have to transport them to," he said. "... If the students brought this on themselves then they have to pay the price."

Some relief could come through two unrelated events.

Daughton said four special-

ly ordered commuter buses the city plans to add to their 26-bus fleet this summer may free a pair of regular buses to transport more students.

Plus, the expected opening of Rodriguez High School in Cordelia may shorten commutes for some Armijo High School students.

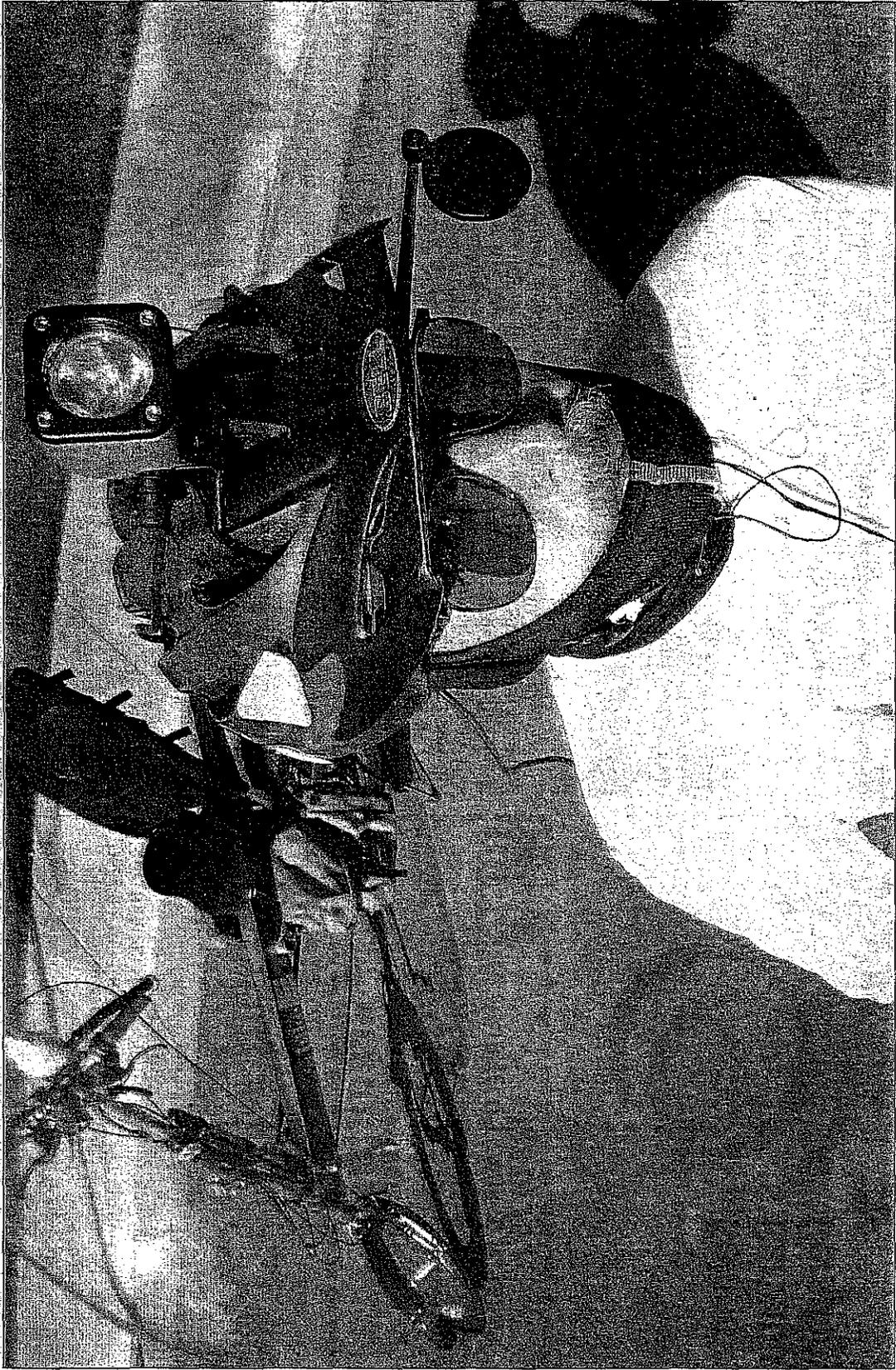
In the meantime, Crosby readily admits she's eager to shuttle her kids and their schoolmates around town if they need it to do something "positive." She says there isn't a shortage of times when she's needed.

"My husband comes home and says 'Where did you get all these kids?'" she said.

David Ryan can be reached at drvan@dailyrepublic.net

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Die-hard commuter



In exclusive company

Old Man Winter not enough to keep Dixon man from pedaling to work

By David Ryan
DAILY REPUBLIC

(11.17.00)

DIXON — A cold, rain-soaked winter morning might prompt some commuters to feel a little comfort when they slide into the driver's seat of their car on their way to work. Despite slippery roads, there's heat and a radio.

Not for Mikos Fabersunne. Rain and cold aren't enough to get over his aversion to commuting in a car.

"Getting in a car and going the same way every day is the dullest thing in the world," he said.

The Dixon man bikes every day to a bus stop in Davis, then hitches a ride on a Yolo County bus to his job as a state worker in Sacramento — all in all, about a 30-mile round trip, two-thirds of it by public transit.

Few folks bike to work, and even fewer people bike to work on a regular basis during the

winter months.

Although bicycle clubs abound in the Bay Area, club after club is hard pressed to find a member that bikes to work during the winter months. As Fairfield cyclist Randy Carlson put it, most winter cyclists rarely join clubs; might be "over-the-edge" or may not own a car.

Fabersunne is aware of the stereotypes, but he's less of an environmental activist and more a health nut. With his job, his wife and his young son, he says his time is at a premium to get a good workout.

In his recumbent bicycle — more set up like a Harley Davidson than a mountain bike — he has both a large plastic wind and mud shield and a more comfortable ride than a standard bike. He also wears something over his head, neck, forehead and cheeks to take the sting out of a bitter winter morning.

Yet rain does cause concerns



Gary Goldsmith/DAILY REPUBLIC PHOTOS

Dixon resident Mikos Fabersunne rides his recumbent bicycle 15 miles to Davis, then catches a bus to Sacramento, where he works for the state.

Fabersunne is one of the few who choose to ride to work in the winter season, a time when even the biggest riders opt to use their vehicle.

The bike, with a motorcycle design, has a large plastic wind and mud shield and offers the rider a more comfortable ride than regular bicycles.

about visibility. Large lights and reflectors are key to keeping passing autos from flattening him. Staying away from busy roads are another. While Highway 113 has

wide bike lanes, he makes sure he plans his route so he'll spend as little time as possible on well-used thoroughfares.

See Company, Back Page

Company From Page One

The best roads, he said, are rural country roads where a passing truck with a farmer is more prevalent than a passenger car with a commuter.

"Farmers are great, they give you a wide berth," he said. "They're used to passing farm equipment. It's passenger cars commuting to work that you need to watch out for."

At home fixing dinner for his son, he admits that his

commuting habits combined with his type of bicycle put him in a very small minority — even in his family. His wife drives to her job in nearby Davis.

"I think most bicycle commuters are more like me," he said. "It has less to do with the environment. I think basically they see an opportunity to avoid a boring ride in a car."

David Ryan can be reached at dryan@dailyrepublic.net.

Possible site named for Benicia ferry terminal

(11-22-00)

By AMY HARTER

Times-Herald staff writer

BENICIA — A plot of land owned by Benicia Industries could be an optimum location for a ferry terminal, city officials said Tuesday.

Mayor Steve Messina unveiled the proposal at the City Council meeting Tuesday night as part of an update on meetings with the Bay Conservation Development Commission. The commission must sign off on most waterfront developments in the San Francisco Bay.

Talks of acquiring and developing the land east of the Waste Water Treatment Plant and Fifth Street Pier are preliminary.

"Our concept was to identify a potential location for a ferry terminal ... and to find a property that could handle parking," Messina said.

The property consists of three land parcels ranging from 2 to 10 acres in size, which Messina said could support between 1,500 and 2,500 parking spaces.

Messina hopes to lure representatives from various agencies, including the state Fish and Wildlife Service and the Army Corps of Engineers, to the site to assess the project's feasibility before any major planning gets under way.

City officials already have contacted the offices of state Sen. Maurice Johannessen, R-Redding, and state Assemblywoman Helen Thomson, D-Davis, about the proposal, while City Manager Otto Guilianni met with Rep. George Miller, D-Martinez, to discuss possible grant allocations.

Questions about increased traf-

fic created by the ferry terminal were raised by the council.

"One of the largest concerns, along with environmental impact, is the impact of parking on the residential neighborhood," said Messina, who lent his support to a traffic study for the proposal.

In other reports, Councilmember Pierre Bidour, who meets regularly with the Solano Transportation Authority, discussed plans for a Capitol Corridor rail station near Lake Herman Road. The Capitol Corridor train carries passengers from San Jose to San Francisco.

Benicia still is competing for the region's next train station with other Solano County cities.

In particular, city officials addressed recent concerns expressed by the public that a train station near Lake Herman would lead to development of the surrounding area.

The site is zoned as open space. As a result, the project would require public approval under an open space measure authored by Messina and approved by voters in April.

Various council members assured the public that the Lake Herman site was the best location for the city and would not cause sprawling residential development.

The proposal reminded many of the ill-fated Sky Valley Development Proposal, a huge residential project proposed in the early '90s for an area north of Lake Herman.

The public vehemently opposed the development, which was later abandoned by the City Council.

□ E-mail Amy Harter at AmyH@thnewsnet.com



Kids of all ages will find plenty to do strolling the streets and visiting the shops of downtown Vacaville.

CityCoach will help reduce congestion

Vacaville is rich in history and tradition.

Two of our most important traditions — Merriment On Main and Festival of Trees — are linked Tuesday by a free shuttle bus service, courtesy of the city of Vacaville.

For many years, the city has graciously donated a free shuttle bus service between the two events to ease the traffic congestion and allow people to take a relaxing ride from one event to the other.

Holiday revelers will be able to catch a free bus ride at the Cernon Street side of the Heilig-Meyers Furniture parking lot at 201 Main St. to the Festival of Trees located at the Vacaville Skating Center and back.

Hundreds have taken advantage of this service,

singing Christmas carols during the ride, and enjoying surprise visits from Santa, who parks his sleigh and gives his reindeer a well-deserved rest.

The shuttle bus route will go down Cernon to Mason to Davis to the Brenden Theatres complex and the nearby skating center, and the return route will bring them back to Heilig-Meyers parking lot. The public is urged to take advantage of this free service from 5 to 9:30 p.m.

Trent Fry, city transit coordinator, says drivers love to do the free shuttle service for Merriment On Main. "The drivers have just as much fun as the passengers, and the people are so nice, just absolutely wonderful. We really look forward to providing his service every year."

Letters flying over Highway 12

By **Marlene Michelson**

River News Herald Editor

*They prosper who burn in the morning
The letters they wrote over night.*

Ronald Arthur Hopwood

THE HIGHWAY 12 ASSOCIATION meeting last week was about letters.

A draft of a letter about the intersection at Summerset Road by the association's president, Rio Vista Police Chief Larry Profitt, was consid-

ered too strong and was to be toned down before being sent to the district director of the state Dept. of Transportation, affectionately known as Caltrans.

Another letter, this one to Profitt from the district director of Caltrans, advises that the Rio Vista Bridge will have to be closed at night to put in 30 to 40 braces. It did not say when this will happen, which is of great concern to Profitt in case of emergencies.

Another letter, this one from the Tower Park

Village Owners Association, was sent to Gov. Gray Davis and asked for help in a third area of Highway 12.

About the infamous fourth area, that section where three passing lanes are being extended between Fairfield and Rio Vista and where the barriers had been placed making the road extremely narrow, Caltrans resident engineer Carl Butters reported in an e-mail that one set of barriers should be out of the way by now and that the other two barrier areas should be gone by Dec.

23. In addition, traffic has been slowed in those areas and more signs have been posted.

The Profitt letter, which he said he based on a letter written by Trilogy resident Ron Jones, invites Harry Y. Yahata, the Caltrans district director, to the Jan. 18 meeting of the association to give a progress report on what is being done at that Trilogy intersection where the stoplight and wide lanes and speed limit seem to be problems.

See **HIGHWAY**/page B8

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HIGHWAY...

continued from page A1

What Proffitt asks in his draft letter which starts out with "NOTICE OF UNSAFE CONDITIONS," is that Caltrans:

1. "Rework the flashing yellow lights to activate only when the light at Summerset Road is changing and install a diamond warning sign 'Prepare to Stop when Flashing.' This would be similar to those used to warn of the drawbridge openings. Better yet, leave the existing warnings and install, additionally, a large flashing message type warning sign, 'Prepare to Stop' that activates when the signal light is changing. These are used frequently elsewhere and in less hazardous situations.

2. "Reduce the Highway 12 speed limit to 45 mph. until the Summerset Road intersection has been cleared. This will reduce the speed at which the intersection is approached thus making it more likely that traffic can in fact stop if the light changes. Also, travel between the west city limit, through the Church Road intersection, and the 40 m.p.h. limit west of Drouin Drive will be safer.

3. "Reduce the number of through traffic lanes to one in each direction while maintaining the turn lanes onto Summerset Road. For westbound, the number two lane could be cross hatched, much like the Highway 12 westbound approach to Highway 113 is at this time.

4. "Eliminate one of the two left turn lanes, Summerset Road to eastbound Highway 12.

5. "Enforcement, enforcement, enforcement. Drivers must understand that there will be consequences for their failure to comply with traffic laws. Acts of speeding, passing over double lines, passing in violation of no passing signs, leaving the main travel portion of the roadway to pass, failure to yield right-of-way, failure to stop for signal lights, drag racing and all other violations must be vigorously enforced."

In a couple of places, Proffitt used stronger language.

"It is now time to question the engineering of the intersection," he wrote.

"PLEASE CONSIDER THIS AS OFFICIAL NOTICE OF THE UNSAFE CONDITIONS AT THE INTERSECTION OF STATE ROUTE #12 AND SUMMERSSET ROAD," he wrote (in capital letters.)

"Be aware," he continued, "that these unsafe conditions are of the highest concern of the Highway 12 Association. These same concerns and suggestions have been made to the Caltrans and law enforcement representatives at almost every meeting for the past year.

"You are invited to the Highway 12 Association meeting on Jan. 18, 2001 to report on the progress of our suggestions."

Caltrans representatives Julian Carroll and Steve Cobb objected to the tone of the letter. Carroll said the letter addresses "vehicular behavior" (that means the drivers in Caltrans talk) and that more Rio Vista police are needed to monitor that.

"If we drop one of those lanes," he said, "there will be more rear-end accidents. Legally that signal shouldn't be there," he added. "The developer should be involved. He knew these issues."

Carroll said the developer, the CHP, the City of Rio Vista and Caltrans should all get together and discuss this. And he expressed concerns that both he and Cobb might be removed as representatives to the Highway 12 Association.

Cobb said that Proffitt was "putting undue pressure on our director. He is sensitive to your needs," he added.

Jennifer Barton of Assemblywoman Helen Thomson's office defended the two men. "Caltrans has been really right here," she said and asked, "Can't you temper the letter? These guys went out on a limb."

Mayor-elect Marci Coglianesse said she thought the letter should be sent, but that she wanted to meet with Caltrans people. Proffitt said he felt some suggestions were

Steve Moore of the San Joaquin Sheriff's Office suggested a public information campaign in which people sign pledges to drive the speed limit and, at the same time, donate \$1 to the Highway 12 Association. Then, he said, take the pledges and the money to Sacramento to get some attention.

Carroll suggested a town hall meeting with people who live in Trilog, to which Proffitt said, "This is not just a Trilog issue."

Alice Huffaker, a planner with the CHP, asked if the intersection has created "a bigger safety problem." Proffitt answered "Yes."

Finally, the draft letter drew comments from Dick Brann, who thought the letter should be "softened," that a few changes should be made.

Denise Rubiaco, secretary of the association, made a motion to send the letter but soften it to Brann's suggestions. It passed.

The entire discussion prompted John Hughes of Tower Park to address Carroll: "We wanted a signal, but now we're not so sure."

The letter to the governor from Ron Cabral, president of the Tower Park Village Owners Association, asks for an access road, not a signal light. Tower Park Marina is located between Lodi and Rio Vista at Potato Slough Bridge and Cabral explains in his letter that there are 199 homes in the village and a marina and an RV campground there as well to generate traffic.

"Going westbound we have to cross traffic to get onto our access road," Cabral writes, "and to exit our access road to go westbound we again have to cross traffic" on Highway 12.

"There was a proposal a few years ago to stop the cross traffic by putting in an access road on the north side of the bridge," Cabral writes. "This would give us access to Highway 12 without having to cross traffic."

"This access road was asked for many times as it seems an easy fix with the greatest rewards in safety for us. Therefore, we ask for it again at the highest level in California."

FROM PAGE ONE

Caltrans improvements planned for Jamieson Canyon

Cost of changes expected to cost about \$2 million

By KEVIN COURTNEY
Register Staff Writer

NAPA

Rather than wait a decade for a permanent fix to the Highway 29/Jamieson Canyon intersec-

tion, Napa County will try to make less costly improvements now.

New traffic signals and longer turning lanes could ease commuter traffic woes within two years, the county's Transportation Planning Agency said this week.

The agency will come up with a package of improvements costing up to \$2 million that could be done sooner instead of later.

A major redesign, such as a

flyover lane from southbound 29 to Jamieson or a partial cloverleaf interchange, could cost \$30 million to \$40 million, money that the county doesn't have, officials said.

Right now the intersection chokes on morning and afternoon commute traffic, functioning at a miserable F level.

"F is basically a parking lot at peak hours," Mike Zdon, NCTPA's executive director, said.

Jamieson Canyon, the major commute corridor to Solano County, carries 30,000 vehicles a day. This number is expected to double to 60,000 vehicles within 20 years.

The agency board, composed of representatives of Napa County and its five cities, decided Wednesday that it makes sense to invest a few million dollars now "rather than let (29/Jamieson) sit dormant for a decade," Zdon said.

Signals could be adjusted so that 29/Jamieson lights are coordinated with those of 29/Kelly Road to the south, Zdon said.

Turning lanes, including 29 onto Jamieson, need to be lengthened.

The county can afford small improvements to 29/Jamieson, while also tackling a major redesign of the 29/221 intersection further north at the eastern approach to the Butler Bridge, Zdon said.

The 29/221 project, calling for a southbound flyover from 221 onto 29, would cost \$26 million to \$34 million, depending on the design, Caltrans estimates.

The county, which receives \$3.5 million annually in gas tax allocations, should have the money to complete this project as early as 2009, Zdon said.

Major upgrades to 29/Jamieson would occur after that, unless additional state money becomes available, Zdon said.

Carquinez Bridge to close lanes

Times-Herald staff report

11.28.00

Caltrans will be closing the eastbound Carquinez Bridge for retrofit work today and Wednesday between 11 p.m. and 3 a.m. This will be a full bridge closure; eastbound traffic will be routed over the westbound Carquinez Bridge structure.

The westbound bridge will be running one lane each of eastbound and westbound traffic during these hours. Caltrans recommends using Interstate 680 as an alternate route during the closure periods.

For more information, contact the Caltrans public information officer at (510) 787-4084.

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City considering video surveillance at York and Marin

(11.28.00)

By DOROTHY VRIEND
Times-Herald staff writer

Vallejo bus riders may soon be recorded on camera at the York and Marin transfer point as they wait for their buses to arrive.

City Council members will decide on the proposal tonight, along with a plan to hire two police officers to watch the area constantly.

The installation of the surveillance cameras would be a first for the city, although it has been considered in the past.

Public Works Director Mark Akaba

said a lack of money has prohibited his department from installing the cameras to curb thefts and vandalism in city parking lots and at the Vallejo Municipal Marina. Now the city is considering taking \$20,000 out of its hard won general fund reserve to fund them.

City Manager David Martinez said this time the city is responding to demands of downtown business owners that something be done to address loitering, drug activity and other crime that they believe the congregation of people at the transfer point encourages.

"The merchants are telling us they

need some action and they need it now," Martinez said.

Many bus riders said they would welcome installation of surveillance cameras as a way to make the area safe. But some bus riders called the plan an intrusion.

"I think it's a violation of privacy," said a young man who gave his first name only as Daemioni. He agreed that the bus transfer point attracts a lot of people to come and hang out.

"It's a main attraction," Daemioni said. "You might see an old friend and start talking. I don't think much happens down here. I think there are bigger crimes hap-

pening in Vallejo than here. To be truthful, I think there is drug dealing going on everywhere," he said.

But others said a lot of fights break out around the transfer point.

A group of teens from Benicia High School hailed the idea of surveillance cameras as a good one, saying it would make them feel safer.

It would keep the streets safe and keep the kids safe," said Benicia High School student Manny Camacho.

Vallejo Police Chief Bob Nichelini said he recommended the city look into installing some type of video camera at

the bus transfer point.

"A lot of things, until you see it you don't understand it," Nichelini said. "Obviously things don't happen when the police are there."

Nichelini said police often work with information from third parties. He said the camera information would help the department direct its resources more efficiently. Camera surveillance would also discourage people from doing things that are illegal, he said.

Oakland city officials have talked

(See **SURVEILLANCE**, A3)

Surveillance

(From A1)

about installing video cameras to watch crime hot spots in that city for several years. The plan was to mount them on street lights or other innocuous city property. The idea was recently shot down by the Oakland City Council for privacy reasons, said Oakland Police Officer George Phillips.

"They said it was a Big Brother kind of situation. We were not going to tell anyone where the cameras were. They didn't like that," Phillips said.

Instead the Council modified the plan to offer grants to Oakland businesses who want to install

cameras inside or outside their stores.

Unlike Oakland's plan which was ultimately scrapped Vallejo's proposal does not include a general surveillance of public places, just surveillance of one specific area.

"I would think this might not be permanent," Nichelini said.

According to the city's transfer station crime statistics, some 56 incidents were reported to police from August 1 through Nov. 15. Police made 16 arrests and issued 13 citations.

Some question city's choice for train depot location

Ben-Herald (11.28.00)

By Chris Dufek
STAFF WRITER

While Benicia waits to find out if the Solano Transit Authority will choose to locate a train station within the city, some community members are raising issues with the proposed location, the process by which it was selected and the size of the station itself.

"I would like to see a convenient, well-advertised opportunity for the people to sit down—not being adversarial — and discuss it," said Elizabeth Patterson, a former member of the city Planning Commission.

Patterson said the lack of opportunities for public comment has left the community voiceless. "It's showing an enormous disregard, disrespect and dislike of the community. You don't treat your friends that way."

Kitty Griffin, a community activist, expressed a desire for a meeting as well.

"I'm interested in a public meeting. I think that's reasonable for something this big," she said. Griffin would like to see a meeting that would feature blown-up photographs that would give citizens some idea of the size and scope of the project.

Vice Mayor Pierre Bidou said the community could look forward to public discussion if STA grants

the station, but that the city hasn't been selected to get the station yet.

"If Benicia is selected then you're looking at Design Review and public hearings but that's kind of putting the cart before the horse. We're not even there yet."

The wording of a letter to the community by Bidou is at the center of the controversy surrounding public participation. In the letter, Bidou states that "this train station was selected after a public hearing was held on April 18, 2000." The statement is in reference to the city council meeting of that same date. On the agenda, however, the train station is under the "New Business" section.

"It was posted and it was open for the public to speak but, no, it wasn't a true public hearing in the strict sense," Bidou said.

At the November 21 city council meeting, the site came up as part of a report by Bidou.

Council members raised questions about the viability of a downtown or bridgehead location for the station. One area that wasn't debated heavily was an Industrial Park location. A location which Patterson thinks is worth discussing further.

"I would bet—a whole lot—that the Benicia Industrial Park would be a good location for the train sta-

See Station page A12

Station

from page A1

tion," Patterson said. "The investment might be even more because you have more valuable land. What makes the difference in overall cost is the maintenance."

Patterson said that because an Industrial Park site wouldn't necessitate extended sewer lines, water lines or roads the maintenance could be less than the Goodyear Road location. She also suggested that the location could foster more multi-use endeavors and wouldn't entail the financing of new infrastructure.

Bidou said the Industrial Park location hadn't been selected by the STA. He also said the addition of a sidetrack that the station needs would be prohibitive to the Industrial Park location.

The Goodyear Road location the council is pursuing has raised concerns about potential development in Sky Valley.

"That is not the intention of this council," Bidou said. "They're not going to have houses there." Bidou said that the idea of building homes near a train station seemed "like building the airport and then trying to sell the houses around it."

Bidou did say that there would probably be some commercial development around the station.

Patterson, however, said the location is growth-inducing by nature.

"If you're building a train station with the intent of building a new town, you build it on undeveloped land," Patterson said.

Patterson characterized the station as a "19 Century" model in reference to the 1800's practice of building a train station with the idea of a town developing around it.

The council has been looking at parking issues and is forwarding the concept of a facility with 3000 parking spots. The need for that amount of parking is one of the principal arguments in favor of the Goodyear Road location.

While the Goodyear Road location has been described as the only site able to accommodate 3000 parking spaces, Patterson and Griffin both wonder why so much parking is needed at all.

"I was struck by the need for parking 3000 cars," Patterson said. "Martinez doesn't have 3000 parking spaces, Davis doesn't have 3000 parking spaces. Even if they want it to be regional, then you can service it with buses, vans and business-backed car pooling."

Griffin expressed much the same sentiment. "Somebody needs to explain why we need to have 3000 parking spaces when other communities don't," she said. "There's probably an answer but it needs to be given."

Griffin said she had a different vision of the train station. "I've always been for a train station, a transit hub, a multi-use hub. I had always thought of it as something smaller than what's being envisioned now."

Lake Herman road, the two-lane stretch of winding blacktop that connects Benicia, Vallejo and I-680, is another point of contention.

Many wonder if the rural road can handle the additional traffic the train station might induce. The road — according to the General Plan — is to retain its rural character and remain a winding two-lane. Patterson expressed that the Goodyear Road location and Lake Herman Road's present character may be mutually exclusive.

Patterson said she could "almost write the script" when it comes to Lake Herman Road.

"Folks from Vallejo will come to catch a train. Then, there will be accidents. People will yell and scream. Public outcry will then force the council's hand, who will

then be brave and amend the General Plan. It's not thought through thoroughly."

Bidou said that the road could feasibly remain as it is. "We think the road can handle it. A lot of people will come off of I-680."

Bidou said that, because the decision isn't in yet, that the debate could "all become academic." He said the focus should be getting a train station to Benicia.

"I think we need to be united on that," he said.

Patterson said she would like to "back-up" and have a public discussion on the purpose of the train station.

"Why didn't that come up?" she asked. "What's the purpose? Let them [the council] articulate the purpose of the train station."

Griffin wondered, "Can we expect to have a train station if it's not this big? If it is that big do we really want it?"

State court refuses to hear Vaca smog suit

By Ian Thompson
DAILY REPUBLIC

(11.29.00)
VACAVILLE — The California Supreme Court refused to hear Vacaville's lawsuit asking that the state exclude the city from its controversial enhanced vehicle emissions testing program.

"They never heard the merits of the case," Vacaville Mayor David Fleming said.

A very displeased Fleming will continue to lobby the Legislature to get Vacaville removed from what he called a very unfair program that requires Vacaville motorists to undergo more stringent emissions testing.

Vacaville City Attorney Chuck Lamoree told the council of the reverse Tuesday afternoon, saying it closed out a five-year legal struggle.

"This means things stay the same," Lamoree said.

Vacaville was included in the state's Smog II program after the state concluded the city's air tested high enough in auto emissions to require additional and more expensive emissions testing.

As a result, local garages and smog shops were required to put in more equipment that doubled what motorists pay for smog testing.

Vacaville cars don't cause

Vacaville was included in the state's Smog II program after the state concluded the city's air tested high enough in auto emissions to require additional and more expensive emissions testing.

the smog, it's carried through the Carquinez Strait from the San Francisco Bay Area, Lamoree and Fleming said.

The additional testing does little to find more gross polluters, or cars that put out too much smog, Fleming added.

"This case is indicative of a trend in which appeals courts are uniformly deferring to the state when challenges are brought by local governments," Lamoree said. "The recent decision of the court of appeal upholding the state's ERAF take-away is another example of the erosion of local powers."

The ERAF take-away was when the state re-directed property tax money away from local coffers to the state budget during the recession in the 1990s.

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

*D.R.
(11.29.00)*

STA
Solano Transportation Authority

Public Hearing
Solano Countywide Bicycle Plan
a part of the
Solano Comprehensive Transportation Plan

Date: December 7, 2000
Time: 6:30 PM
Location: Suisun City Hall
701 Civic Center Drive

The Solano Bicycle Advisory Committee and the STA Alternative Modes Subcommittee have scheduled a meeting to receive public input on the Draft Solano Countywide Bicycle Plan.

For information, please contact the Solano Transportation Authority at 707.438.0654.

State Supreme Court turns back ...

■ Continued from Page 1A
those areas, he said.

Lamoree cited a state study which he said indicated air pollution in Vacaville is blown in from the Bay Area. As a result, he said, Vacaville residents were being forced to ameliorate air pollution problems that they are not responsible for. Further, the city complained that the new emission testing was at least twice as expensive as that in other parts of the state and no more effective in cutting down pollution.

The Solano Superior Court ruled against the city after it filed suit in 1997, saying the state program was "reason-

able" and that the city government could not sue the state government. A court of appeals issued a similar ruling subsequently, and the California Supreme Court's refusal to hear the case means the city has exhausted its legal options, Lamoree said.

"Unfortunately, this case is indicative of a trend in which appeals courts are uniformly deferring to the state when challenges are brought by local governments," Lamoree told the council.

Mike Cherry, a vocal critic of the Smog Check II program when it first passed the Legislature in 1994, said he was disappointed but not surprised by the ruling. Cherry owns the Cherry Pit smog check

facility on Monte Vista Avenue in Vacaville.

Cherry said the policy has made his business more difficult because he had to purchase smog testing machines at a cost of \$60,000 each. Hiring technicians to run the machines is also more expensive, Cherry said.

Vacaville Mayor David Fleming, who was also named in the suit, complained that the courts have ruled against the city because of seemingly technical matters, such as the city's right to sue another government agency.

"The court has never acted on the merits of the case," Fleming said.

State Supreme Court turns back Vaca's smog challenge

By Perry Swanson/Staff Writer

The California Supreme Court has refused to hear a case brought by the city of Vacaville contending that state air pollution regulations unfairly target the city.

Without comment, the high court let stand a series of rulings by lower courts that said the city had no legal standing to challenge regulations under the state's Smog Check II system. The regulations subject Vacaville car owners to more stringent pollution testing standards than car owners in most other parts of the state.

"This brings to a close our attempt to have Vacaville excluded from the

enhanced vehicle emissions testing program," said City Attorney Charles Lamoree in a Tuesday memo to city council members. "While I am not pleased with the result, I am glad we tried to protect our citizens from this oppressive program."

Smog Check II is a program implemented in 1998 requiring residents in certain areas of the state to submit to more demanding vehicle emission requirements. The Sacramento air basin, which includes Vacaville, is among those areas, Lamoree said. The Bay Area air basin, which includes Fairfield, is not one of

■ See **State**, Back Page

Area residents top lists for housing, commute costs

By David Ryan
DAILY REPUBLIC

(12.1.00)

SAN FRANCISCO — Would-be commuters thinking about buying a home in Solano County for the relatively affordable price may want to think again.

A new study released Thursday measuring Bay Area transportation spending ranks Solano County residents among those folks who spend the most money to get around.

The Surface Transportation Policy Project Center for Neighborhood Technology, a nonprofit think tank based in San Francisco, released a study of the effects of sprawl on personal transportation expenses. It found that among Bay Area residents, housing took up the largest chunk of household spending, but transportation came up as number two.

The average Bay Area resident spends \$7,150 annually on transportation costs, although 98 percent of that is for the purchase, maintenance and operation of the vehicle.

"People underestimate — vastly underestimate — transportation expenses," said James Corless of the center.

Living far from work, in areas of

'Part of what we think this study says is that high density homes built near transportation systems are more affordable.'

— James Corless, California director of Surface Transportation Policy Project Center for Neighborhood Technology

town with wide winding streets and no commercial areas within walking distance, greatly increased the average yearly cost of transportation, but not necessarily in the expense of gasoline.

Most every commuter takes into account the cost of the daily commute, but what Corless said the study is also meant to point out is the so-called "hidden" cost of transportation brought about by sprawling suburban developments. There is also the cost of driving the kids to school, driving to the market and going on entertainment excursions.

If a family isn't located within walking distance to school or markets, they usually end up investing in buying a second car. Access to mass transit

See **Residents**, Back Page

Residents

From Page One

sources such as busing, BART, rail services or the ferry also help cut families' costs.

"In terms of personal cost and savings, vehicle ownership is critical," he said. Most neighborhoods in the county have households that own more than one car per household, with some neighborhoods in Suisun City averaging more than two cars per household.

Most people in Solano County spend less money than the average. Compared to a family living in a standard suburban model such as Danville or Blackhawk, Corless said, some parts of

Solano have it better. People who lived within a few blocks of the ferry terminal in Vallejo spent about \$3,172 less than the average — the largest savings by far in the county.

On the expensive side was northwest Vacaville. Residents living in the area bordered to the north by Alledale Road, on the west by Browns Valley Road, the east by Lewis Road and the south by Elmira Road spent an average of \$312 over the \$7,150 Bay Area average.

It may not sound so bad, until Solano County is compared to the rest of the Bay Area. By and large San Fran-

cisco, Oakland, Emeryville, Richmond and other cities on the rim of the East Bay and near San Francisco on the Peninsula were estimated to save thousands of dollars per year in transportation costs. Solano County compared favorably to the central and eastern portions of Contra Costa County.

"Part of what we think this study says is that high density homes built near transportation systems are more affordable," Corless said.

The STPP is working in conjunction with two lending agencies to use their data as a way of defraying mortgage

costs by showing lenders that a family's transportation expenses are lower in certain areas.

The study was conducted over two years using data from the Consumer Expenditure Survey, conducted annually by the U.S. Department of Labor. Those numbers were then cross-referenced with neighborhood traffic areas to determine which specific parts of the Bay Area were the most cost effective in terms of worker spending on transportation.

David Ryan can be reached at dryan@dailyrepublic.net.

*Agenda Item VII
December 13, 2000*



DATE: December 6, 2000
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: Proclamations for Outgoing STA Board Members and Alternates

Discussion

STA Board Chair Dan Donahue will be presenting proclamations of appreciation to outgoing STA Board Member Chris Manson (Dixon) and Board Alternates, Don Erickson (Dixon) and Fred Harris (Rio Vista).



DATE: December 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

That the STA Board approves the following attached consent items:

- A. Minutes of Meeting of November 8, 2000
- B. Draft Minutes of November 29, 2000 STA TAC Meeting
- C. Grandy and Associates Contract Renewal
- D. Contract Amendment No. 1 with Fehr and Peers Associates for Phase 2 of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan
- E. Additional Application Request for 2000-01 Solano Transportation Fund for Clear Air Program
- F. Draft 2001 Legislative Priorities Platform
- G. Approve STA 2001 Meeting Schedule
- H. STA 2001 Approval of PERS Resolution



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
November 8, 2000

I. CALL TO ORDER - CONFIRM QUORUM

Chair Donahue called the regular meeting to order at 4:08 p.m. A quorum was confirmed.

**MEMBERS
PRESENT:**

Dan Donahue (Chair)	City of Vallejo
Marci Coglianese (Vice-Chair)	City of Rio Vista
Pierre Bidou	City of Benicia
Don Erickson	City of Dixon
Steve Lessler	City of Fairfield
Jim Spering	City of Suisun City
Barbara Kondylis (Alternate)	County of Solano

**MEMBERS
ABSENT:**

Rischa Slade	City of Vacaville
John Silva	County of Solano
Chris Manson	City of Dixon

**STAFF
PRESENT:**

Daryl K. Halls	STA-Executive Director
Dan Christians	STA-Deputy Director for Planning
John Harris	STA-Deputy Director for Projects
Stacy Medley	STA-Clerk of the Board
Melinda Stewart	STA Deputy Legal Counsel
Elizabeth Richards	STA/SCI Program

**ALSO
PRESENT:**

Alan Nadritch	City of Benicia
Ron Hurlbut	City of Fairfield
Fred Ramsey	Dixon Resident
Heather Solaro	City of Vacaville
Gary Caporicci	Caporicci, Cropper & Larson

II. APPROVAL OF AGENDA

On a motion by Member Bidou, and a second by Vice Chair Coglianese, the STA Board unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENTS

Fred Ramsey mentioned his concern regarding additional Solano Paratransit buses.

IV. EXECUTIVE DIRECTORS REPORT

Daryl Halls provided an update on the following items:

- Proclamation of Appreciation
- Comprehensive Transportation Plan
- STA Annual Audit/Revised STA 2000/01 Budget
- STA Awards/SEDCORP Breakfast
- STA Coordination with Caltrans
- Highway 12 Rally
- New SCI Commute Consultant Selected

V. COMMENTS FROM STAFF, CALTRANS, AND MTC

John Harris provided an update on the Jepson Parkway bus tour. He also stated that the I-80/680 auxiliary lanes project was recommended by Caltrans for \$11.1 million grant, subject to CTC approval.

Elizabeth Richards provided an update on the Welfare to Work program.

Dan Christians provided information regarding the proposed designation by U.S. Fish and Wildlife of Red Legged Frog habitat along the I-80/I-680 and Highway 12 corridors.

VI. PRESENTATIONS

The proclamation presentation for Assemblymember Patricia Wiggins and State Senator Wes Chesbro will be presented at the STA awards ceremony immediately following this board meeting.

VII. CONSENT AGENDA

On a motion by Member Spering, with a second by Member Bidou, the following consent agenda was approved.

- A. Minutes of the STA Board Meeting of October 11, 2000
- B. Draft Minutes of October 25, 2000 STA TAC meeting

- C. **Bicycle Advisory Committee Appointment**
- D. **Contract Amendment to Provide Technical Assistance to Advance the Three Capitol Corridor Train Station Sites**
- E. **Distribution of Local RABA Funds**
- F. **TLC Candidate Project Application Jepson Parkway Plan**
- G. **STA Quarterly Financial Report**
- H. **Opposition to Utilizing TLC Funds to Fund HIP Program**

VIII. ACTION ITEMS: FINANCIAL

A. 1999-00 STA Audit

Stacy Medley and Gary Caporicci discussed this item. Gary provided an update regarding the STA 1999-00 audit.

Recommendation: Accept the Audit of STA's 1999-00 Budget.

On a motion by Member Erickson, and a second by Member Coglianesi, the STA Board unanimously approved this recommendation.

B. 2000-01 STA Amended Budget and Project Development Funds and Additional Staff

Daryl Halls presented this item. Daryl explained what the STA had available in fund balance for current year budgeting purposes. These funds are recommended for three primary areas of operations (salaries/benefits, services and supplies and contingency). He also provided information on SCI's budget and what areas these are used on.

Recommendation: Approve 1.) 2000-01 STA Amended Budget; 2.) Additional 2000/01 Project Development Program Fund Requests; and 3.) Additional Staff positions.

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

C. STA Staff Adjustments

Daryl Halls presented this item. Daryl provided information regarding additional assignments that staff has taken on and the need for additional staffing.

Recommendation: Approve 1.) Reclassification of part time clerical assistant position to full time administrative assistant effective December 1, 2000 and establishment of salary range as prescribed. 2.) Reclassification of part time planning intern position to full time planning assistant effective December 1, 2000 and establishment of salary range as prescribed, 3.) Adjustment of salary range for Office Manager/Clerk of the

Board effective December 1, 2000 as prescribed, and 4.) Adjustment of hourly compensation rate for Project Intern position effective December 1, 2000 as prescribed

On a motion by Member Coglianesi, and a second by Member Spring, the STA Board unanimously approved the staff's recommendations.

IX. ACTION ITEMS: NON FINANCIAL

A. Solano Comprehensive Transportation Plan

Dan Christians presented this item. He reported that each of the STA member jurisdictions had completed needs assessments. Six community-input events have been held, with one more left. Policy questions have been developed by the Transportation Steering Committee for each of the three subcommittees. Subcommittees are scheduled to meet again during the next month or two.

Recommendation: 1.) Approve Functional Road Classification System maps; 2.) Receive the Needs Assessments for each member jurisdiction 3.) Approve policy questions and planning products developed by Transportation Steering Committee

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

B. I-80/I-680/I-780 Corridor Study

Dan Christians presented this item. He said that \$1 million is available for allocation to on the I-80/I-680/I-780 corridor study. The RFP will be going out in the near future. Seven segments will be looked at in the corridor study. A steering committee to monitor the study with a consultant team will be selected at the by January Board meeting.

Recommendation: 1.) Approve the attached preliminary Scope of Work and schedule for I-80/I-680/I-780 Corridor Study; and 2.) Authorize staff to release a Request for Proposals for the study.

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

X. INFORMATION ITEMS: (NO ACTION NECESSARY) (Discussion Necessary)

A. Status of Express Bus Program Proposal and Transit Working Group Activities

John Harris presented information on this item. MTC will finalize the proposed funding strategy later this month. Staff is working with North and South Transit working groups to discuss various short and long term issues.

B. Project Monitoring Program

John Harris presented information on this item. He said that staff is working on an enhanced tracking system, the STA TAC has created another system. Submittal deadlines will be required from now on and the updated program will be concluded later in the year.

C. Highway 12 Enforcement

Dan Christians presented information on this item. A matter recently came up about trying to improve the notification of pending Caltrans construction projects along Highway 12. Concerns have been raised regarding very narrow lanes. Caltrans has made changes to make it safer during the construction period.

Daryl Halls mentioned that Caltrans has been requested to make people aware earlier in the process of proposed construction projects. He has requested Caltrans to contact STA and CHP to make cities aware of the construction. Daryl thought the Hwy 12 MIS committee should track this process.

Vice Chair Coglianese stated that it is causing an additional safety hazard rather than fixing the problem. She emphasized that the people are very upset about this. No special signs or enforcement was initially included for the construction zones.

The STA Board felt it is appropriate to send a letter to Caltrans on these concerns.

D. Countywide Bicycle Plan and Update Public Input Process

Dan Christians presented information on this item. On December 7, the STA Alternative Modes Subcommittee and the STA Bicycle Advisory Committee will be holding a public hearing on the Countywide Bicycle Plan, a part of the Solano Comprehensive Transportation Plan. It is expected to be completed by February 2001 for Board approval. Draft copies will be sent to the committees in the next couple of weeks.

INFORMATION ONLY (No discussion necessary on the following)

E. Highway 12 Major Investment Study

F. SolanoWORKS Transit Plan Update

XI. FUNDING OPPORTUNITIES

- 2000-01 Solano TFCA Program Manager Funds – Deadline: November 15, 2000
- 2001-02 Environmental Enhancements Program – Deadline: November 17, 2000

- Traffic Engineering Technical Assistance Program (TETAP) – Deadline: December 1, 2000
- Transportation for Livable Communities Program (Capital) – Deadline: Approximately December 2000
- Bay Trail Program – Deadline: Approximately January 2001
- Section 5310 Bus Purchase Program – Deadline: Approximately February 2001
- Safe Route to Schools, Second Cycle – Deadline: March 1, 2001

XII. BOARD MEMBERS COMMENTS

Member Kondylis apologized for being late and mentioned an accident on I-80 caused her the delay.

Member Lessler commented that the Solano Bicycle Classic is now on its way and he hopes the STA will participate in this event again this year.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 4:45 p.m. in preparation for the STA's 3rd Annual Awards Ceremony at the Vallejo Naval Museum. The next regular meeting will be held December 13, 2000, Suisun City Hall.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
November 29, 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:

Josh Abrams	ALTA Consulting
Michael Jones	ALTA Consulting
Hilmer Ace Forsen	Caltrans
Janet Koster	City of Dixon
Charles Beck	City of Fairfield
Kevin Daughton	City of Fairfield
Ken Harms	City of Fairfield
Ron Hurlbut	City of Fairfield
Jim Holden	City of Rio Vista
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Pam Belchamber	City of Vallejo
Gary Leach	City of Vallejo
John Gray	County of Solano
Paul Wiese	County of Solano
Ron Milam	Fehr and Peers
Ashley Nguyen	MTC
Kim Cassidy	STA
Dan Christians	STA
Robert Guerrero	STA
Daryl Halls	STA
John Harris	STA
Janice Sells	STA
Jennifer Tongson	STA
Elizabeth Richards	STA/SCI
Peter Martin	Wilbur Smith Assoc.
Dan O'Brien	YSAQMD

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

STA – Dan Christians reported that MTC is exploring putting call boxes on major arterials.

IV. CONSORTIUM UPDATE

Pam Belchamber stated that the Consortium supported the STA staff recommendations at the SolanoLinks Consortium meeting that morning.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

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

On a motion by Ron Hurlbut, and a second by Janet Koster, the STA TAC unanimously approved the consent calendar.

VI. ACTION ITEMS

A. Grandy and Associates Contract Renewal

John Harris stated that the staff recommends approval of a one-year option for consultant services from Grandy & Associates.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to execute the option to extend the Grandy & Associates contract by one year for a sum not to exceed \$40,000 for calendar year 2001 for management consultant services for the Jepson Parkway Concept Plan.

On a motion by John Gray, and a second by Jim Holden, the STA TAC unanimously approved the staff recommendation.

B. Contract Amendment No. 1 with Fehr and Peers

Dan Christians reviewed the contract amendment negotiated with Fehr and Peers to conduct Phase 2 tasks.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to enter into a Contract Amendment No. 1 with Fehr and Peers Associates not to exceed \$61,000 to conduct Phase 2 of the traffic and transportation consulting services for the Solano Comprehensive Transportation Plan.

On a motion by John Gray, and a second by Ron Hurlbut, the STA TAC unanimously approved the Staff recommendations.

C. Inter-city Transit Funding Priorities

Dan Christians identified priority issues and reviewed the seven inter-city transit funding priorities, including: Citylink Route 30, Route 40 (Solano Bart Express), Paratransit, Benicia/Vallejo 780 service, "Donahue Plan" for Additional Commuter Ferry Service, and Sacramento Express Bus. STA staff is assessing the level of support of specific member agencies. If the SolanoLinks Consortium, STA TAC and STA Board concur with these funding priorities then Wilbur Smith Associates will evaluate and analyze projected ridership and operational funding where needed. At the Consortium meeting, Pam Belchamber requested that another priority be added which recommends a review of existing intercity funding agreements for an analysis of levels of effort.

Recommendation: Forward to the STA Board a list of seven intercity transit priorities for funding and request staff work with the SolanoLinks Consortium to develop a funding proposal for consideration by the STA Board and member agencies with reviewal of existing funding between jurisdictions.

On a motion by Ron Hurlbut, and a second by Gary Leach, the STA TAC unanimously approved the recommendation with proposed changes.

D. SCI Work Program

Elizabeth Richards reviewed Work Program highlights with several SCI key activities.

Recommendation: Forward SCI's FY 2000-2001 Work Program to the STA Board for approval.

On a motion by Jim Holden, and a second by Ron Hurlbut, the STA TAC unanimously approved the recommendation.

E. 2000 Solano Countywide Traffic Model Update

Dan Christians discussed the recommendations of the Modeling Subcommittee. The model will help the STA Board, TAC and subcommittees develop countywide priorities. Requests for modifications from Benicia, Rio Vista, Vallejo, and Vacaville will be reviewed and incorporated.

Recommendation: Forward a recommendation on the Solano Countywide Traffic Model to the STA Board to approve: 1.) Existing and general plan land use data provided by each of the member jurisdictions; 2.) Road system network for the model; 3.) Traffic Analysis Zone Map; and 4.) Year 2000 calibration data.

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation.

F. Landscaping Policy for Highways and Freeways

John Harris reviewed the STA staff suggestion that STA TAC recommend the STA Board direct the TAC to develop landscaping policy for the interstate medians in Solano County which includes maintenance of oleanders. The TAC requested that highway medians be included.

Recommendation: Forward a recommendation to the STA Board to direct the STA TAC to develop a landscaping policy for the interstate and highway medians in Solano County and bring it back to the STA Board for review and approval.

On a motion by Janet Koster, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation.

G. Additional Application Request for 2000-01 Solano Transportation Fund for Clean Air Program

The Bay Area Air Quality Management District (BAAQMD) is requesting the allocation of remaining TFCA funds before the funding cycle is approved in April 2001. Dan Christians stated that applications from Solano County members must be received by February 15, 2001 for air district funds to be received. One application was received from the City of Fairfield for \$75,000 for a CNG fuel maker project.

Recommendation: Forward a recommendation to the STA Board to approve the attached Resolution approving \$75,000 of unallocated 2000-01 TFCA balances for the City of Fairfield for a CNG fuel maker.

On a motion by Dale Pfeiffer, and a second by Ron Hurlbut, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

A. Draft Countywide Bicycle Plan/Public Hearing

Michael Jones (Alta Transportation Consulting) presented a PowerPoint overview of the updated Countywide Bicycle Plan. Copies of the full draft will be provided

to each member agency prior to the public meeting on December 7, 2000. Executive summaries will be available prior to the public hearing.

B. Development of STA's 2001 Project Priorities

Daryl Halls explained that the STA has developed an initial list of proposed priority projects based on Board actions and status of current project and planning efforts. STA staff is requesting the STA TAC, Consortium, and advisory committees provide input before Board consideration. The 2001 Project Priorities are scheduled to be agendaized for recommendation by the STA TAC in December.

C. Park and Ride Survey Results

Peter Martin (Wilbur Smith Associates) reviewed highlights of the survey of six park and ride lots in Solano County. The survey was conducted in June 2000. The goal of the survey is to develop new short and long range proposals for providing additional park and ride spaces throughout the county.

D. Distribution of RABA Funds Local Road Repair Projects

John Harris reviewed the criteria for distribution of \$20 million from the RABA dividend. In order to meet the deadline, the STA Board will need to approve the Solano bid list on January 10, 2001. The STA TAC will be asked to finalize a recommended bid list at the December 20, 2000 TAC meeting.

E. I-80/I-680 Interchange Update

John Harris explained the issues raised by Caltrans at the November 15, 2000 STA/Fairfield Caltrans meeting. A meeting with Caltrans Highway Operations staff and Dianne Steinhauser will be scheduled in December.

F. Solano Comprehensive Transportation Plan

Dan Christians updated the STA TAC on the Needs Assessment, Traffic Model, Community Input Process, and currently scheduled Subcommittee Meetings.

G. 2001 Legislative Report

Janice Sells presented a draft platform for review and comment by the Consortium, STA TAC and STA Board.

H. I-80/680/780 Corridor Study

A Request for Proposals (RFP) was released on November 29, 2000. Dan Christians explained the study inclusions and goals. The consultant selection committee (Mark Akaba, Ron Hurlbut, John Harris and Dan Christians) will

interview the top 3-5 consultants on Friday, January 5, 2001.

I. Project Monitoring Program

The STA staff has been working with John Garlock of Quincy Engineering in developing a project monitoring program. Jennifer Tongson reviewed updates submitted to the STA and addressed comments and questions.

J. Welfare to Work Transit Study

Elizabeth Richards explained the key project tasks and schedule. The first Advisory Committee meeting is scheduled for Friday, December 8 from 3-5 p.m.

ADJOURNMENT

The meeting was adjourned at approximately 3:40 p.m. The next meeting is scheduled for Wednesday, December 20, 2000 at 1:30 p.m.



DATE: December 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Grandy and Associates Contract Renewal

Background:

In January 2000, the STA Board authorized the Executive Director to enter into a second contract with Grandy & Associates for management consultant services for the Jepson Parkway Concept Plan. The new terms included a figure not to exceed \$36,000 for calendar year 2000 with options for two additional one-year contracts.

Grandy & Associates service during the past year has remained excellent. A primary goal in coming months for the consultant will be to complete milestones necessary to launch the full NEPA 404 process which is the direction that the STA has chosen in addressing the environmental phase of the project.

STA staff recommends approval of a one-year option for consultant services from Grandy & Associates for a sum not to exceed \$40,000 for calendar year 2001. The funding will come from previously programmed STIP funds. The STA TAC unanimously endorsed this recommendation.

Fiscal Impact

There is no impact on the FY 00-01 or projected FY 01-02 operating budgets. The funding is derived from previously programmed STIP funds.

Recommendation:

Approve the option to extend the Grandy & Associates contract by one year, for a sum not to exceed \$40,000, for calendar year 2001 for management consultant services involving the Jepson Parkway Concept Plan. Authorize the Executive Director to execute the extension documents.



DATE: December 13, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Contract Amendment No.1 with Fehr and Peers Associates for Phase 2 of the traffic and transportation consulting services for the Solano Comprehensive Transportation Plan

Background

On April 12, 2000, the STA Board authorized the Executive Director to enter into a contract with Fehr and Peers Associates for Phase 1 of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan for an amount not to exceed \$39,100. Phase 1 (including the needs analysis, development of the functional classification system map, input on the countywide traffic model and the conducting of existing traffic counts) has been completed and additional analysis is now required.

Discussion:

Phase 2 will carry the traffic analysis program through approximately the next 6 months and will consist primarily of the following six tasks:

- Refine the Needs Assessment
- Assist the STA staff develop a policy element to help direct the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan
- Develop Performance Measures
- Evaluate Solutions
- Prepare Funding and Implementation Plan
- Prepare Arterials, Highways and Freeways Element

A contract amendment amount of \$61,000 has been negotiated with Fehr and Peers to conduct the above six basic tasks for the Phase 2 work (see attached more detailed Scope of Work). Other optional or final tasks will be required but are proposed to be deferred to a Phase 3-contract amendment to be executed later in 2001.

Fiscal Impact:

This contract amendment will cost \$61,000. It will be funded by the \$134,000 of project development funds budgeted for the Comprehensive Transportation Plan in the 2000-01 Revised STA Budget.

Recommendation:

Authorize the Executive Director to enter into a Contract Amendment No. 1 with Fehr and Peers Associates not to exceed \$61,000 to conduct Phase 2 of the traffic and transportation consulting services for the Solano Comprehensive Transportation Plan.

Attachment

PHASE 2 - SCOPE OF WORK

Task 1. Needs Assessment Refinement

The project team will finalize the roadway needs assessment map and database. Our effort will include the following components:

- Obtain final list of roadway improvement needs from STA;
- Prepare final map displaying individual roadway improvement needs;
- Review cost estimates for individual improvements and recommend next steps;
- Review implementation schedule for individual improvements; and
- Summarize estimated costs of roadway needs by jurisdiction and five-year increment from 2005 to 2025.

Fehr & Peers will be responsible for summarizing the roadway improvement needs, preparing the final map, reviewing the implementation schedules for projects, and summarizing cost data. Mark Thomas & Co., Inc. will review the cost estimates provided by local agencies as part of the needs assessment process and recommend additional steps that are necessary by the local agencies to have complete and accurate conceptual cost estimates.

Deliverables

The project team will prepare a technical memorandum summarizing the development of the needs assessment. This memorandum will contain a map displaying the complete set of roadway needs and a database containing a project description, conceptual construction cost estimate, and preliminary construction date. The memorandum will also identify additional steps necessary to complete the cost estimates.

A staff-review copy of the memorandum will be prepared and submitted to STA for review and comment prior to preparing the final memorandum for distribution to STA committees. Up to 25 hard copies and one electronic copy of the memorandum will be submitted to STA for distribution. Two 36"x54" maps of the final roadway needs will also be provided for presentation purposes.

Meetings

Fehr & Peers has attended three meetings associated with this Phase 2 task during October and November 2000. We will attend up to two additional meetings for this task and Mark Thomas will be available for one meeting.

Task 2. Policy Element

Fehr & Peers will assist STA staff in developing a policy element to help direct the arterials, highways, and freeways component of the Comprehensive Transportation Plan (CTP). This effort will include reviewing goals, objectives, and policies from previous plans and studies conducted by STA as well as other regional agencies, obtaining input from the STA review committees, and reviewing relevant information from professional societies such as ITE, TRB, ULI, and APA.

Deliverables

The project team will prepare a draft policy element based on input from STA staff and research by the project team. A staff-review copy of the policy element will be submitted to STA for review and comment prior to distributing the draft policy element to STA review committees. Up to 25 hard copies and one electronic copy of the memorandum will be submitted to STA for distribution.

Meetings

Fehr & Peers will attend up to two meetings for this task.

Task 3. Performance Measure Development

Fehr & Peers will develop an initial set of performance measures for presentation to the STA staff and STA review committees. Performance measures will be used to quantitatively describe the performance or operation of the transportation system. These measures are helpful in understanding the demand and supply characteristics of the transportation system and to evaluate potential transportation solutions that would address existing needs. Because performance measures are intended to reflect the values of the transportation system users and affected groups, entities, or agencies, the measures will be developed through the STA committee process.

Initially, a list of performance measures will be developed by the project team that represent a wide variety of values related to transportation system performance. The list will include information about how the value placed on a performance measure can affect the type and size of transportation system that will ultimately be developed for Solano County. Potential performance measures may include, but are not limited to, the following:

- Roadway segment volume-to-capacity ratio;
- Roadway segment LOS;
- Travel time between major origins and destinations using various travel modes;
- Vehicle miles of travel;
- Vehicle hours of travel;
- Vehicle hours of delay;
- Cost per vehicle-trip served;
- Cost per vehicle-trip reduced; and
- Roadway lane miles per capita.

The final set of performance measures will be reviewed and approved by STA and its review committees prior to initiating the solutions evaluation.

Deliverables

The project team will prepare an initial set of performance measures for review by STA review committees. A staff-review copy of the performance measures will be submitted to STA for review and comment prior to distributing the performance measures to STA review committees. Up to 25 hard copies and one electronic copy of the memorandum will be submitted to STA for distribution.

Meetings

Fehr & Peers will attend up to two meetings for this task.

Task 4. Solutions Evaluation

The solutions evaluation will include the following key steps:

- Incorporate roadway needs identified in Task 1 into travel demand model;
- Generate traffic volume forecasts by five-year increment;
- Conduct traffic operations analysis for roadways of countywide significance based on final approved functional classification map;
- Summarize LOS results for roadways of countywide significance by five-year increment;
- Identify remaining deficiencies;
- Test alternative roadway improvements; and
- Recommend final roadway improvement list.

The project team will work closely with City of Fairfield modeling staff to complete this task. City of Fairfield modeling staff will be responsible for generating travel demand forecasts, conducting operations analysis, and testing alternative roadway improvements. Fehr & Peers will provide guidance on modifying the County's travel demand model to include procedures for adjusting traffic volume forecasts and calculating peak hour LOS for roadways of countywide significance. If roadway deficiencies still exist after evaluating the roadway improvement needs identified in Task 1.0, the project team will test a limited set of alternative roadway improvements, which will be guided by the performance measures selected in Task 3.0, to develop the final recommended set of improvements for each five-year increment.

Deliverables

The project team will prepare preliminary maps displaying the peak hour LOS by five-year increment for the roads of countywide significance. Fehr & Peers will prepare these maps based on model results generated by the City of Fairfield modeling staff. These maps will be presented to STA review committees for review and to solicit input on roadway improvements that may be necessary to alleviate regional deficiencies that were not addressed by the roadway improvement needs from Task 1.0. The project team will compile a draft final list of roadway improvements by five-year increment after reviewing the preliminary maps and obtaining input from review committees. The draft final list will be incorporated into the County's travel demand model and final traffic volume forecasts and LOS results will be generated. The final recommended set of roadway improvements by five-year increment and the final LOS results will be mapped and summarized in a database.

A staff-review copy of the preliminary maps will be submitted to STA for review and comment prior to distributing the maps to STA review committees. Up to 25 hard copies and one electronic copy of the maps will be submitted to STA for distribution.

Meetings

Fehr & Peers will attend up to three meetings for this task.

Task 5. Prepare Funding and Implementation Plan

Grandy & Associates will lead the project team in preparing a funding and implementation plan that contains the following components:

- Describe past funding sources and expenditures for roadway improvements by jurisdiction;
- Identify potential funding sources;
- Forecast potential revenue for roadway improvement projects by five-year increment;

- Match individual roadway improvement projects to most likely funding sources/programs; and
- Identify funding shortfalls and recommend potential funding mechanisms to address shortfall.

Developing the funding and implementation plan will consist of prioritizing the individual projects in terms of timing and available funding. This effort will rely on the information generated during the solutions evaluation and will consider new information related to funding and project readiness generated by the project team. The ultimate product will be a programming guide for short-term and long-term investment of public transportation dollars.

Deliverables

The project team will prepare a technical memorandum containing the funding and implementation plan. A staff-review copy of the memorandum will be prepared and submitted to STA for review and comment. STA comments will be incorporated into the memorandum and up to 25 hard copies and one electronic copy of the memorandum will be submitted to STA for distribution.

Meetings

Fehr & Peers and Grandy & Associates will attend up to three meetings for this task.

Task 6. Prepare Arterials, Highways, and Freeways Chapter of CTP

Fehr & Peers will compile the deliverables for Tasks 1-5 into a draft arterials, highways, and freeways chapter of the CTP. Comments from the STA review committees on the deliverables will also be incorporated into this draft chapter of the CTP.

A staff-review copy of the chapter will be prepared and submitted to STA for review and comment. STA comments will be incorporated into the chapter and up to 25 hard copies and one electronic copy of the chapter will be submitted to STA for distribution.

Meetings

Fehr & Peers will attend one meeting for this task.

Optional Items

Documentation for Overall Comprehensive Transportation Plan

This task would include the preparation of the overall CTP document. In general, Fehr & Peers would be responsible for assembling the various chapters of the document and creating a clear, concise, and consistent format. The overall document assembly would include both hard copies and electronic copies in Portable Document Format (PDF).

Sustainable Development (Smart Growth) Chapter

This task would include the development of a best practices guide for creating sustainable communities that minimize impacts to the transportation system. Fehr & Peers is currently developing a best practices guide on this subject for the VTA in the Santa Clara Valley. STA could benefit from this effort by incorporating a similar chapter in the CTP. In addition, this task could include modifications to the County's travel demand model to test the effects of sustainable development policies related to density, diversity, and design of future land use development. Fehr & Peers has developed modeling tools to test the effects of

these land use characteristics on the transportation system. These tools were recently applied for the Environmental Protection Agency (EPA) to evaluate a major Smart Growth project in Atlanta, Georgia. The results of this application were instrumental in the EPA accepting the land use development project as a transportation control measure to reduce future air pollution emissions.

PHASE 2 - COST ESTIMATE

The table below details the Fehr & Peers cost estimate to prepare the scope of work contained above.

Task	Staff Person				Support	Labor		Direct Costs(1)	Total Cost
	Principal	Associate	Engineer	Hours		Cost			
1.	20	8	20	16	64	\$6,100	\$5,900	\$12,000	
2.	8	8	4	8	28	\$2,700	\$800	\$3,500	
3.	12	8	16	8	44	\$4,160	\$1,200	\$5,360	
4.	24	16	44	24	108	\$9,740	\$2,100	\$11,840	
5.	16	8	12	24	60	\$5,460	\$18,200	\$23,660	
6.	8	4	8	16	36	\$3,140	\$1,500	\$4,640	
Total Cost						\$31,300	\$29,700	\$61,000	

Notes:

(1) Direct costs include \$5,000 for Mark Thomas & Co. in Task 1. and \$18,500 for Grandy & Associates in Task 5.



DATE: December 13, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Additional Application Request for 2000-01 Solano Transportation Fund for Clean Air Program

Background:

On April 12, 2000 the STA Board approved projects for the 2000-01 Transportation Fund for Clean Air Program (TFCA) with an unallocated fund balance of \$191,931. On July 12, 2000, the STA Board authorized an additional expenditure of \$9,000 for electric charging stations, leaving a remaining balance of \$182,931 available for programming.

Discussion:

The Bay Area Air Quality Management District (BAAQMD) prefers that we allocate these remaining funds before the next funding cycle for 2001-02 is approved by the STA Board in April 2001. At the last STA Board and TAC meeting, a "Call for Projects" was made to program these unallocated funds.

One application was received from the City of Fairfield for \$75,000 for a CNG fuel maker project. It will cost a total of about \$425,000. The facility will allow Fairfield-Suisun Transit to fuel each of the existing Solano Paratransit buses as well as the proposed new CNG bus to be purchased for the Route 30.

Staff has extended the application deadline until February 15, 2001 to allow the opportunity for any additional eligible requests for the remaining \$107,931 of funds. If no additional project requests are funded, the STA will request the BAAQMD carry forward the balance into the 2001-02 program year.

Attached is the project application.

Fiscal Impact:

There will be no fiscal impact to the STA General Fund. This \$75,000 will be funded entirely by the \$182,931 of unallocated funds currently remaining in the 2000-01 Transportation Fund for Clean Air Program funded by the BAAQMD.

Recommendation:

Adopt the attached Resolution approving \$75,000 of unallocated 2000-01 TFCA balances for the City of Fairfield for a CNG fuel maker.

Attachments

RESOLUTION 2000-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION OF THE CITY OF FAIRFIELD TO THE
BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR \$75,000 FROM
THE TRANSPORTATION FUND FOR CLEAN AIR 2000-01 UNALLOCATED
BALANCE FOR A CNG FUEL MAKER**

WHEREAS, the Bay Area Air Quality Management District (BAAQMD) approved projects for FY 2000-01 funding cycle for the Transportation Fund for Clean Air Program; and

WHEREAS, various Solano jurisdictions within the BAAQMD submitted proposals for eligible projects under this program; and

WHEREAS, there is an unallocated fund balance of \$182,931 for the 2000-01 TFCA Program; and

WHEREAS, on October 25, 2000 there was an additional Call for Projects and the City of Fairfield submitted a \$75,000 request for a CNG Fuel Maker project; and

WHEREAS, the CNG Fuel Maker project has been reviewed for compliance with the requirements of BAAQMD guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby authorizes the Executive Director to submit the attached application from the City of Fairfield for \$75,000 for a CNG fuel maker project.

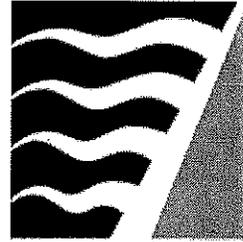
Dan Donahue, Chair
Solano Transportation Authority

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 13th day of December 2000.

Daryl K. Halls
Executive Director
Solano Transportation Authority



BAY AREA
AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR

Solano TFCA Application for 2000-01

Project Sponsor: Fairfield/Suisun Transit

Address: 1000 Webster Street

Phone No: 707-428-7641

Project Manager: Kevin S. Daughton

Project Title: Purchase/Install CNG Fuel Maker

Description of Proposed Project: Purchase of a CNG powered fixed route bus, and purchase and installation of a CNG "Fuel Maker" system to fuel CNG powered transit buses.

Amount of TFCA Funds Requested: \$75,000

Total Project Cost/Budget: \$425,000

If TFCA grant is not approved (or not approved in its entirety), what would be the effects on existing or planned services?

The services would continue but at a higher cost and lower efficiency, due to the need to continue to fuel the buses at a location other than where they are serviced or stored. The buses are now serviced and stored at the same location (City Corp Yard) as the other transit buses that are diesel powered, however, the nearest (and only one in Solano County) CNG fueling facility is approximately 15 miles away in Vacaville. Special non-revenue trips of approximately 30 miles are required to fuel the vehicles each day.

Type of Eligibility Per Attached Guidelines:

Clean air vehicles infrastructure for natural gas facilities.

Timeframe for Project Activities and Spending of All TFCA Funds Requested for FY 2000-01 (Not to exceed Oct. 2002):

Project to be completed by September 2001.

All projects will be scored in the following categories (see attached guidelines for further information). Please provide a narrative describing each of the following benefits of your project:

- I. *Project Effectiveness (Maximum funding effectiveness of \$50,000 per ton of emissions for 2000-01)***
Please submit the attached applicable monitoring worksheet of pertinent items that will help determine these points.

This project will eliminate the need to make unnecessary daily vehicle trips to fuel the CNG powered transit vehicles. Since Fairfield/Suisun Transit operates CNG powered buses, but does not have a CNG fueling island at its Corp Yard, all vehicles must be taken to a CNG site located 15 miles away in Vacaville. This translates into a 30-mile round-trip with no productivity (the vehicle is driven but does not transport any passengers).

- II. *Regional or Corridor Benefit***

This project will support the fueling needs of both fixed route and paratransit vehicles that operate countywide, intercity and inter-county. The fixed route bus operates between Fairfield and Davis via Vacaville and Dixon, and is jointly funded by the same cities and Solano County. Its western terminus is at Fairfield (Solano County) and its eastern at Davis (Yolo County). It operates along I-80 and is primarily designed to accommodate the commute demand, and secondarily the general travel needs of persons with destinations along the corridor.

The paratransit buses support the countywide needs of the handicapped community and operate to and within, the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. They serve the travel demands of persons along the I-80, I-680 and Hwy 12 corridors.

- III. *Matching Funds***

Please describe sources and amounts secured. A substantial amount of local funds helps the project qualify for a higher amount of TFCA funds.

Matching funds in the amount of \$350,000 will be provided through the purchase of a fixed route CNG powered bus.



DATE: December 5, 2000
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Draft 2001 Legislative Priorities and Platform

Discussion:

In preparation for the 2001 legislative session, the Solano Transportation Authority staff has prepared a draft platform for review and comment by the STA Board (see attachment). The platform is designed to guide the STA's legislative advocacy efforts during the upcoming year. The platform has been divided into Legislative Priorities and twelve policy areas that cover a range of planning, programming and administrative policies.

The STA TAC and SolanoLinks Consortium have been asked to review and comment on the attached platform. Once comments are received, the STA staff will bring the Draft Legislative Platform back to the STA Board of Directors for final action in January.

Recommendation:

Authorize staff to distribute Draft 2001 Legislative Priorities and Platform for review and comment.

Attachment

**Solano Transportation Authority
2001 Legislative Priorities and Platform**

DRAFT

Italics – new language

~~Strikethrough – deleted language~~

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure. ~~(Examples include: SCA 3, ACA 24, the Governor's transportation package expected in March/April 2000)~~
2. *Support project funding for the I-80/I-680 Interchange.*
3. Support ~~the full~~ *project* funding for the Jepson Parkway.
4. Support ~~additional~~ *new operational* funding for *the new* third ferry boat for Vallejo.
5. Support ~~additional~~ *new operational* funding for additional Capitol Corridors rail service in Solano County
6. Support ~~additional~~ *new operational* funding for inter-city transit in Solano County.
7. ~~Oppose legislative proposals to reduce Solano County's representation on MTC and STA's role in transportation planning and the allocation of transportation funds.~~

LEGISLATIVE PLATFORM

I. Air Quality

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.

2. Support legislation and regulations ensuring consistency between the California Clean Air Act and the federal Clean Air Act's transportation control measures and other requirements.
3. Monitor any changes to the conformity process involving the state implementation plan under the federal Clean Air Act.
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions are used to support transportation programs that provide congestion relief or benefit air quality.
5. Monitor legislation providing infrastructure for low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support eliminating the 10 percent cap on California's share of U.S. Clean Air Act planning funds.
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
12. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. Request the Federal Transit Administration (FTA) to retain the present mobility-related definition of handicapped for transit fare reductions and not change to the Americans with Disabilities Act (ADA) definition.

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support consistent and standardized monitoring of High Occupancy Vehicle (HOV) lane performance by Caltrans.
3. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
4. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal Congestion Management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation and regulations affecting labor relations employee rights, benefits and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal, fiduciary responsibility to taxpayers.

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 45 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.
2. Support legislation shielding public agencies from liability or loss in connection with Year 2000 computer malfunctions.

VIII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

IX. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection

Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

X. Rail/Ferry

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

XI. Safety

1. In partnership with other affected agencies, sponsor extension of the Service Authority for Abandoned Vehicles Act.

2. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.



DATE: December 5, 2000
TO: STA Board
FROM: Stacy Medley
RE: Approve STA 2001 Meeting Schedule

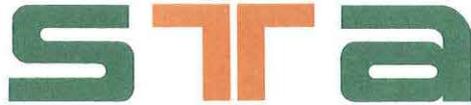
Discussion:

Attached is the year 2001 STA meeting schedule for your review and approval.

Recommendation:

Review and approve the attached STA year 2001 meeting schedule.

Attachment



Solano Transportation Authority

2001 MEETING SCHEDULE

JANUARY:	January 10	STA Board Meeting, Suisun City Hall
	January 31	SolanoLinks Consortium, Suisun City
	January 31	TAC Meeting, Suisun City
FEBRUARY:	February 14	STA Board Meeting, Suisun City Hall
	February 28	SolanoLinks Consortium, Suisun City
	February 28	TAC Meeting, Suisun City
MARCH:	March 14	STA Board Meeting, Suisun City Hall
	March 28	SolanoLinks Consortium, Suisun City
	March 28	TAC Meeting, Suisun City
APRIL:	April 11	STA Board Meeting, Suisun City Hall
	April 25	SolanoLinks Consortium, Suisun City
	April 25	TAC Meeting, Suisun City
MAY:	May 9	STA Board Meeting, Suisun City Hall
	May 30	SolanoLinks Consortium, Suisun City
	May 30	TAC Meeting, Suisun City
JUNE:	June 13	STA Board Meeting, Suisun City Hall
	June 27	SolanoLinks Consortium, Suisun City
	June 27	TAC Meeting, Suisun City
JULY:	July 11	STA Board Meeting, Suisun City Hall
	None	No SolanoLinks Consortium meeting
	None	No TAC meeting
AUGUST:	None	No STA Board meeting
	August 29	SolanoLinks Consortium, Suisun City
	August 29	TAC Meeting, Suisun City
SEPTEMBER:	September 12	STA Board Meeting, Suisun City Hall
	September 26	SolanoLinks Consortium, Suisun City
	September 26	TAC Meeting, Suisun City
OCTOBER:	October 10	STA Board Meeting, Suisun City Hall
	October 31	SolanoLinks Consortium, Suisun City
	October 31	TAC Meeting, Suisun City
NOVEMBER:	November 14	STA Board Meeting/Awards Ceremony, RV
	November 28	SolanoLinks Consortium, Suisun City
	November 28	TAC Meeting, Suisun City
DECEMBER:	December 12	STA Board Meeting, Suisun City Hall
	TBD	SolanoLinks Consortium, Suisun City
	TBD	TAC Meeting, Suisun City



DATE: December 5, 2000
TO: STA Board
FROM: Stacy Medley
RE: Resolution of Support between the STA and PERS

Background:

At the October meeting, the STA Board approved the annual Public Employees Retirement System (PERS) for calendar year 2000. On an annual basis, PERS presents their yearly rates for the STA employees. On a fiscal year basis, the STA adjusts its budget according to the new rates, which is already budgeted into the current fiscal year 2000/01. The new PERS adjustments are effective on January 1, 2001, and reflect the current adjustments to the STA's benefits packet.

PERS requires a resolution of support, adopted by the STA Board, which includes the current rates.

Fiscal Impact:

None. Previously approved in the current year's budget.

Recommendation:

Adopt a resolution of the STA, which reflect the current rate adjustments for STA employees for calendar year 2001.

RESOLUTION NO. 00 -

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY ELECTING TO
BE SUBJECT TO PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
FIXING THE EMPLOYER'S CONTRIBUTION FOR EMPLOYEES AND THE
EMPLOYER'S CONTRIBUTION FOR ANNUITANTS AT DIFFERENT AMOUNTS
FOR CALENDAR YEAR 2001**

WHEREAS, Government Code Section 22850 provides the benefits of the Public Employees' Medical and Hospital Care Act to employees of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and

WHEREAS, Government Code Section 22857 provides that a contracting agency may fix the amount of the employer's contribution for employees and the employer's contribution for annuitants at different amounts provided that the monthly contribution for annuitants shall be annually increased by an amount not less than 5 percent of the monthly contribution for employees, until such time as the amounts are equal; and

WHEREAS, Solano Transportation Authority, hereinafter referred to as Public Agency is a local agency contracting with the Public Employees' Retirement System; and

WHEREAS, the Public Agency desires to obtain for its employees and annuitants the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations;

NOW, THEREFORE, BE IT RESOLVED that the Public Agency elect, and it does hereby elect, to be subject to the provisions of the Act; and

BE IT FURTHER RESOLVED that the employer's contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of \$202.21 with respect to employees enrolled for self alone, \$404.42 for an employee enrolled for self and one family member, and \$525.75 for an employee enrolled for self and two or more family members plus administrative fees and Contingency Reserve Fund assessments; and

BE IT FURTHER RESOLVED that the employer's contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of \$53.00 with respect to annuitants enrolled for self alone, \$90.00 for an annuitant enrolled for self and one family member, and \$112.20 for an annuitant enrolled for self and two or more family members plus administrative fees and Contingency Reserve Fund assessments; and

BE IT FURTHER RESOLVED that the employer's contribution for each annuitant shall be increased annually by 5 percent of the monthly contributions for employees' until such time as the contributions are equal; and that the contributions for employees and annuitants shall be in

addition to those amounts contributed by the Public Agency for administrative fees and to the Contingency Reserve Fund; and

BE IT FURTHER RESOLVED that the executive body appoint and direct, and does hereby appoint and direct, the Executive Director to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and

BE IT FURTHER RESOLVED that coverage under the Act be effective on January 1, 2001.

Dan Donahue, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13th day of December 2000.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: December 5, 2000
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Federal Lobbyist

Background:

The next round of Federal Authorizations will begin in 2001. The previous two federal authorizations (ISTEA and TEA 21) were six-year federal authorization bills with the initial mark up period to develop the legislation taking approximately two years. During the mark up process for TEA 21, the STA joined with the City of Fairfield to retain a federal lobbyist to obtain TEA 21 funds. In 1998, the STA and STA member agencies were able to obtain over \$14 million in Federal demonstration (TEA 21) for the Jepson Parkway. On October 11, 2000, the STA Board unanimously approved a list of three priority projects (I-80/680 Interchange, Vallejo Baylink Ferry, and Jepson Parkway) to be submitted for federal funding.

Discussion:

In order to ensure the STA has the maximum opportunity to obtain federal demonstration funding for Solano County's three priority transportation projects, the STA staff recommends the STA retain the services of an experienced federal lobbyist. These legislative services are vital if the STA is going to have a viable/competitive opportunity to obtain federal funding for the three project priorities.

The summary of the legislative services needed by the STA would include the following: 1) preparation and review of project funding requests, 2) working with federal legislative and administrative staff, 3) coordination of lobbying trips, 4) providing assistance in expediting funding requests, 5) development of draft letters and testimony for congressional hearings, 6) review and reporting on all relative hearings, meetings, regulations, and legislation during the authorization process, and 7) providing regular progress reports and legislative updates focusing on transportation.

The Metropolitan Transportation Commission (MTC) has scheduled their annual lobbying to trip to Washington D.C. for March 11-13, 2001. Staff is preparing briefing papers and project requests for all three project priorities in anticipation of this annual trip.

Both the Cities of Fairfield and Vallejo have indicated their support in partnering with the STA to share the cost of retaining a federal lobbyist to pursue federal funding for the STA's three priority projects during the next Federal mark up. Staff has also contacted the City of Vacaville regarding their potential interest in sharing in the cost. Based on a brief staff survey of several experienced federal lobbyists, it appears that an estimated monthly retainer of at least \$6,000 will be needed to fully fund a federal lobbyist. If the STA Board agrees to develop this legislative partnership with Fairfield and Vallejo, STA financial share for participation would be \$2,000 per month with staff recommending a one year contract with an option for a second year after review by the participating partners. If the City of Vacaville or other STA member agencies decide to contribute to this effort, the STA share could be reduced.

Fiscal Impact

The financial cost for the STA during 2000/2001 fiscal year would be \$12,000 (\$2,000 for 6 months during FY 2000/01), with a total cost of \$24,000 during the 12 month recommended term of the contract. The funding for this contract is available utilizing reserve from Solano Reserve Fund 1999/2000.

Recommendation:

Authorize Executive Director to work with the Cities of Fairfield and Vallejo to obtain a federal lobbyist and negotiate a contract for legislative advocacy services from January 1, 2001 through December 31, 2001, with an option for a one year extension, at a cost not to exceed the amount of \$24,000.



DATE: December 13, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: 2000 Solano Countywide Traffic Model Update

Background:

Since 1991, the STA has maintained the Countywide Traffic Model through the City of Fairfield. During 1998-2000, a substantial update to the model was conducted. Fehr and Peers Associates, the primary transportation consultant on the Solano Comprehensive Transportation Plan, was also actively involved in providing input on the new model. The model is also used for planning and project development purposes by the STA and various agencies.

The STA will be using the model for the traffic analysis sections of the Solano Comprehensive Transportation Plan, the Jepson Parkway EIS/R, Highway 12 Major Investment Study, and I-80 Corridor Study. Caltrans is also using the model for the I-80/I-680 auxiliary lanes project.

To help calibrate the model, additional traffic counts along major freeway entrances to the county (also called gateways) were recently conducted by Fehr and Peers Associates.

A Modeling Subcommittee has met five times since August 2000 to discuss the methodology and results of the updated model. The last meeting was held on November 16 where a consensus was reached to recommend approval of the initial products of the new model. Also, on November 29, 2000, the STA's Technical Advisory Committee met and with the request for a few technical refinements, unanimously forwarded a recommendation to the STA board to approve these initial products of the new model.

Discussion:

Based on the input and recommendations of the Modeling Subcommittee and STA TAC, the STA Board is being requested to review and take action on the following:

- Existing and general plan land use data provided by each of the member jurisdictions
- Road network for 2000-2025 to be used for the model
- Traffic Analysis Zones boundary maps
- Year 2000 traffic volumes and calibration data

A presentation will be made at the STA Board meeting describing land use, roadway network, traffic analysis zones and traffic volume calibration used in the model

development. A complete set of all the technical data being considered was provided to each of the member jurisdictions. A complete set of all technical data will be sent under separate cover to each STA Board member prior to the meeting. Please discuss the model data with your staff. Full-scale color maps will be available at the STA Board meeting.

The model includes all of the existing land uses and the currently adopted general plan land uses and planned roadway networks from each of the eight STA jurisdictions. The model can forecast traffic volumes and levels of service (LOS) in 5-year increments out to the year 2025. It is not intended to duplicate local city models, but to help predict traffic volumes on major intercity roadways having countywide significance. City models can and should use the predicted traffic volumes that the countywide model generates at the major entrances or gateways to each jurisdiction. The result is a common, consistent database to project traffic volumes to other parts of the county.

The model will help the STA Board, TAC and subcommittees develop countywide priorities and conduct "what if" scenarios for various transportation issues that will be considered in the Comprehensive Transportation Plan. Also, it is intended that the model will eventually become a multi-modal model with the future ability to project future demand for intercity bus, rail and ferry services.

Additional work needs to be completed for the projected traffic volumes and levels of services for the years 2005, 2010, 2015, 2020 and 2025. Once these projections are completed, they will be brought back to the subcommittees, STA TAC and STA Board for final review and approval.

Fiscal Impact:

None

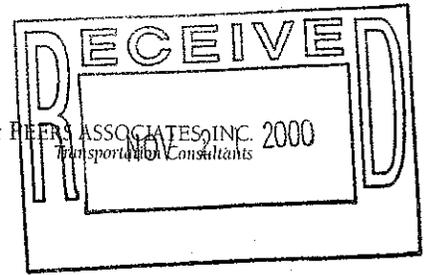
Recommendation:

Approve the following data to be used to prepare the 2000 Solano Countywide Model: 1.) Existing and general plan land use data for 2000-2025 provided by each of the member jurisdictions; 2.) Road system network for 2000-2025; 3.) Traffic Analysis Zone boundaries; and 4.) Year 2000 peak hour traffic volumes.

Attachments



FEHR & PEERS ASSOCIATES, INC. 2000
Transportation Consultants



MEMORANDUM

DATE: November 20, 2000

TO: Dan Christians, STA

FROM: Ronald T. Milam, Fehr & Peers Associates, Inc.

RE: Countywide Travel Demand Forecasting (TDF) Model Update

The purpose of this memorandum is to provide you with input for the staff report on the Countywide model update that will be submitted to the TAC and STA Board. I have included a brief description of the model development process and outlined the validation results summary. Please contact me if you have any questions.

DESCRIPTION OF MODEL DEVELOPMENT PROCESS AND VALIDATION RESULTS

Over the past two years, STA has been working with local jurisdictions to develop a Countywide TDF model. STA established a process by which each city and the County reviewed and approved the land use and roadway network inputs to the model. City of Fairfield staff assembled the input data and used it within the model to produce traffic volume forecasts for year 2000, 2005, 2010, 2015, 2020, and 2025 conditions. Prior to using the model for individual projects, STA wanted to verify that the model generated accurate forecasts.

Traffic model accuracy is tested by comparing the model's estimate of roadway segment traffic volumes with actual traffic counts for these segments. This test is commonly referred to as model validation. Specific comparison techniques and guidelines for accuracy are contained in *Travel Forecasting Guidelines* (California Department of Transportation, November 1992). The Countywide TDF model was originally validated for 1990 conditions; however, a check was also performed to determine if the model's traffic volume forecasts for 2000 conditions reasonably matched year 2000 traffic counts for major roadways. The validation results are summarized in Table 1 below. More detailed results are contained in Attachment A (this attachment should include the detailed 1990 and 2000 a.m. and p.m. peak hour validation results, similar to the printouts that Ken provided at the November 16, 2000 model meeting).



INSERT TABLE 1 - KEN H. SHOULD PREPARE THIS TABLE BASED ON THE COMMENTS RECEIVED AT THE NOVEMBER 16, 2000 MODEL MEETING. IN GENERAL IT WOULD SUMMARIZE THE MODEL VALIDATION RESULTS FOR A.M. AND P.M. PEAK HOUR CONDITIONS FOR BOTH 1990 AND 2000. SPECIFICALLY, THE TABLE SHOULD DEMONSTRATE THE FOLLOWING:

- *A MINIMUM OF 75 PERCENT OF THE SCREENLINES SHOULD BE WITHIN THEIR MAXIMUM DESIRABLE DEVIATION;*
- *A MINIMUM OF 75 PERCENT OF THE ROADWAY LINKS SHOULD BE WITHIN THEIR MAXIMUM DESIRABLE DEVIATION;*
- *THE MODEL-WIDE CORRELATION COEFFICIENT FOR EACH PEAK HOUR SHOULD BE GREATER THAN 0.88; AND*
- *THE MAXIMUM ACCEPTABLE RMSE SHOULD NOT EXCEED 40 PERCENT.*

The validation results were reviewed by local agency staff and approved. Upon review and approval of the validation results by the TAC and STA Board, the model will be used to generate travel demand forecasts for projects such as the Jepson Parkway EIR/EIS, the Highway 12 MIS, I-80/I-680 Corridor Study, and the Solano County Comprehensive Transportation Plan.



DATE: December 5, 2000
TO: STA Board
FROM: Elizabeth Richards, Program Manager
RE: SCI Work Program

Background:

The Solano Commuter Information (SCI) program moved from the County of Solano to the Solano Transportation Authority on July 1, 2000. A new 5-year contract to secure Regional Rideshare Program funding from the Metropolitan Transportation Commission (MTC) via RIDES began August 1, 2000. SCI also receives funds from Yolo Solano Air Quality Management District (YSAQMD) grants and via the Solano Transportation Authority (STA) Bay Area Air Quality Management District's (BAAQMD) Transportation For Clean Air (TFCA) program. Some of these funds have been secured only recently. With the clarification of funding and project requirements, a SCI Work Program for 2000/01 has now been developed.

SCI's contract with RIDES funds the basic elements and basic rideshare program services (70% of SCI budget). TFCA funding supplements the basic program and services are tailored to Solano and Napa counties. YSAQMD grants will help develop special projects – Guaranteed Ride Home and New Resident Direct Mail.

Discussion:

The combination of MTC/RIDES, BAAQMD, and YSAQMD funds and contract obligations comprise SCI's Work Program. The Consortium and TAC approved the Work Program in November. The attached Work Program highlights several SCI key activities and is presented for the Board's review and approval.

Two elements of SCI's Work Program that remain somewhat fluid are services to Napa County and member agencies. SCI has been providing services in Solano for over 20 years, but for only 2 years in Napa. SCI is funded to provide basic rideshare services to Napa County. Discussions have begun with the Napa County Transportation Planning Agency (NCTPA) to evaluate the need and interest in additional rideshare services that could be provided by SCI. A scope of work has been requested from NCTPA. Depending upon the nature of additional services requested, additional funding for the SCI program may be required.

Over the next few months, staff proposes to meet with interested member agencies to review past, current, and potentially future SCI activities in their respective jurisdiction. These discussions may modify the manner in which outreach activities and/or services are provided.

Recommendation:

Approve SCI's FY 2000-2001 Work Program.

Solano Commuter Information Work Program FY2000-2001

1. Employer Program: SCI functions as a resource to Napa and Solano employers who need commute alternative information including setting up internal rideshare programs. Employers are key channels through which SCI distributes information and promotional materials. SCI will continue to concentrate efforts with larger employers (100+ employees) through surveying, distribution of materials, events, targeting with regular newsletters and including in major promotions. Coordination with chambers of commerce will continue. Additional outreach will be considered through the economic development community particularly in the area of company relocations.
2. Vanpool Program: SCI aims to form over 30 vanpools this fiscal year and handle support of 85 vanpools while assisting with the support of several dozen more. This program responds to the demand of commuters interested in starting a vanpool who must be lead through the legal requirements and administrative necessities. Existing driver check and medical reimbursement incentives will be maintained and new driver and passenger incentives examined for implementation.
3. CRSW 2000 Campaign: California Rideshare Week 2000 was held October 2-6. SCI coordinated the Napa and Solano component of this campaign. Outreach to employers, transit, vanpools, and the general public was made. The campaign was coordinated with the Bay Area campaign.
4. Guaranteed Ride Home Program: A YSAQMD grant is being extended to allow the development of a Guaranteed Ride Home program in the eastern portion of the County. This will be matched with BAAQMD TFCA funds so that the program may be countywide.
5. BikeLinks Maps: SCI will fund the printing of updated countywide BikeLinks maps up to \$20,000. SCI will distribute these maps at community events, employer displays, and as part of the May Bike to Work campaign.
6. Bike to Work Campaign: The seventh annual statewide Bike to Work campaign will be held May 14-18, 2001. Bike to Work Day will be Thursday, May 17. As in years past, SCI will coordinate the Napa and Solano component of the Bay Area campaign which encourages bicycling as a commute alternative. The campaign will include both employer and general public outreach.
7. General Marketing Outreach: SCI will maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities. These include offering commute consultations at community events, producing information materials, print ads, radio ads, direct mail, public relations, electronic billboard messages, cross-promotions with other agencies, and more.
8. Meet all other Contract Obligations: SCI's contract with RIDES as part of the Bay Area Regional Rideshare program requires a variety of other tasks and activities not highlighted above. This includes activities such as individual commute assistance, airporter referral information, SolanoLinks and other transit trip planning, outreach support of MTC customer service projects, resource for Solano/Napa transportation information, Welfare to Work support and more. In addition, TFCA funding requires website expansion and Transit Marketing and Incentives. One YSAQMD contract requires the expansion of a current new resident direct mail project.
9. Outreach to STA Member Agencies: SCI will meet with the STA member agencies individually to review SCI's services in their community and receive input on modifications and/or additional services desired. This outreach will be coordinated with each jurisdiction's Board member and staff. The goal will be to meet with two jurisdictions quarterly.



DATE: December 6, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Inter-city Transit Funding Priorities

Background:

In recent months the STA staff has been working closely with members of the SolanoLinks Consortium on several countywide transit planning and operational issues. In February of 2000, the STA Board initiated the development of a 20-year Comprehensive Transportation Plan that will include a transit element to incorporate future Inter-city bus, rail and ferry transit. Several members of the SolanoLinks Consortium are serving on the Transit Element Subcommittee of the STA.

In June of 2000, the Metropolitan Transportation Commission (MTC) was successful in obtaining \$40 million in funding for transit capital to implement the first phase of the "Express Bus" Program developed from MTC's Blue Print for the 21st Century Plan. In addition, there is an estimated \$3 million in new annual operating revenue available to the Bay Area region through the State Transit Account Fund (STAF) that MTC has determined will be allocated for the Regional Express Bus Program. This action took place based on November 15 when the MTC's Board of Directors voted (with Napa, Solano and Sonoma voting no) to amend their previous policy for allocation of the population share of the additional STAF funds. Under previous MTC policy, \$1 million of the \$3 million of new STAF revenues would have been distributed to small operators and the four North Bay counties (see attached). The change in MTC policy results in an estimated \$190,000 in potential transit operating funds being diverted from Solano County to help fund the operating of the proposed Regional Express Bus Program. This policy shift involves five years of potential allocations (an estimated \$950,000 over the five year period) and the actual figure of \$190,000 per year may go up by as much as another 40% with recent increases in the projected state surplus.

Also in July, the STA formed two transit working groups (one in the North and one in the South) to assist in addressing several short-term operational transit issues. STA staff has held initial meetings with the transit staff for both working groups and the initial meeting of the South County group was held earlier this month.

In August, the City of Vallejo opted to terminate Route 100 service to further support Route 200 service, which augments the Baylink Ferry Service. This service change took effect on September 1, 2000. On September 1, 2000, Fairfield/Suisun Transit assumed the operational responsibility for Citylink Route 30. In addition, Benicia and Vallejo

Transit are discussing the potential of transitioning the inter-city route currently operated by Benicia Transit to Vallejo Transit in July 2001. In October, Vallejo informed the SolanoLinks Consortium of their intent to terminate Route 92 service in December 2000 for essentially the same reasons as the termination of Route 100 service.

In November, the STA Board adopted the following list of transit coordination policies:

1. Have route changes for Inter-city and proposed Express Bus Transit Routes occur on an annual or semi-annual basis.
2. Coordinate all routes changes for Inter-city and Express Bus Transit Routes through the STA/SolanoLinks Consortium (including the STA Board and TAC prior to making Transit Route adjustments).
 - A. To ensure coordination of county-wide transit marketing
 - B. To improve coordination with SCI, Rides and TravInfo for all new proposed route changes
 - C. To allow for updates of the Solanolinks Transit brochure on a timely annual or semi-annual basis
 - D. To provide for review by potentially affected agencies to ensure coordination between connecting routes and affected programs
3. Have Inter-city Transit Plan serve as Short Range Transit Plan for Inter-city and proposed Express Bus Service throughout Solano County
 - A. SRTP for Inter-city and proposed Rapid Bus to be responsibility of SolanoLinks Consortium in conjunction with STA
 - B. Developed though consultant (i.e. Wilbur Smith)

Discussion:

Based on the discussions by the North County and South County Transit Working Groups and input provided by members of the SolanoLinks Consortium, staff has identified the following short-term seven inter-city transit funding priorities:

1. Citylink Route 30
2. Route 40 (Solano Bart Express)
3. Solano Paratransit
4. Benicia/Vallejo 780 Service
5. "Donahue Plan" for Additional Commuter Ferry Service
6. Review existing agreements of intercity routes of levels of effort
7. Sacramento Express Bus

Transit priorities number 1 and 2 are existing inter-city routes that rely on all or a portion of AB 2766 and AB 8 funds provided by the Yolo/Solano Air Quality Management District (YSAQMD) for operating funds. As a condition for this year's renewal of the funding, the YSAQMD has requested the operational funds for both routes be phased out over the next three or four years. Both Routes 30 and 40 are being evaluated by the

The STA contract with Fairfield/Suisun Transit for the operation of Solano Paratransit (priority #3). This year, \$264,313 in TDA was claimed for Solano Paratransit operations. Based on the 1999 Unmet Transit Needs Hearing and an increase in denied trips, it is STA and Fairfield/Suisun Transit's view that a 10% to 20% increase in the amount claimed for 2000/01 may be needed.

Benicia and Vallejo Transit staff has indicated their support for transitioning I-780 Intercity service to BART from Benicia Transit to Vallejo Transit in July 2001. Vallejo Transit is interested in securing additional operating funds to help cover the additional overhead cost for taking over this service.

The "Donahue Plan," developed by Vallejo Transit following discussions with STA Chair Dan Donahue, consists of providing the net operational funds for an additional a.m. and p.m. ferry trip during commute times after the Jet Cat ferry back up boat engine upgrade is completed. This will provide an extra commute round trip to San Francisco each weekday.

The SolanoLinks Consortium requested a review of existing agreements for intercity routes in order to evaluate the levels of effort of participants. (priority #6)

There is an interest by the cities of Fairfield and Vacaville to initiate Express Service to Sacramento (cited in Vacaville's SRTP).

It is STA staff's recommendation that if the SolanoLinks Consortium, STA TAC and STA Board concur with the seven transit funding priorities then Wilbur Smith Associates will evaluate and provide detailed analysis regarding projected ridership and operational funding.

STA staff is currently assessing the level of support of specific member agencies and the potential for pooling local Transit Development Act funds to help fund these proposed transit priorities. Without the additional STAF anticipated to be allocated to Solano County over the next five years from MTC, it will be significantly more difficult to fund these proposed transit priorities.

In November, the City of Dixon agreed to provide future TDA funds to support the operations of Citylink Route 30 (see attachment).

Recommendation:

Approve the list of seven inter-city transit priorities for funding and direct staff work with the Transit Working Groups, the SolanoLinks Consortium, member agencies and other regional partners to develop funding proposals for consideration by the STA Board and member agencies.

Attachments

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

* Breakdown by county/operator attached

AB 2928 Funding		
Estimated Average Annual Funding FY 2002-2006		
State Transit Assistance Population Based Funds		
Allocations under existing MTC policy	Total MTC Area Funds	Forecast
	21.00%	\$3,133,200
Northern Counties		
Marin	3.65%	\$114,307
Napa	1.82%	\$57,083
Solano	4.05%	\$126,903
Sonoma	<u>6.53%</u>	<u>\$204,497</u>
Northern Counties Total	16.05%	\$502,790
Small Operators		
CCCTA Service Area	8.00%	\$250,801
ECCTA Service Area	3.32%	\$103,881
LAVTA Service Area	2.81%	\$88,090
Union City Service Area	1.06%	\$33,203
WCCCTA Service Area	1.21%	\$37,997
Vallejo Service Area	<u>2.03%</u>	<u>\$63,624</u>
Small Operators Total	18.43%	\$577,596
Balance for MTC Regional		
Coordination Programs		\$2,052,814
TOTAL FUNDS		\$3,133,200

OK ws
11/26

Agenda No. 10.1
Key Words: TDA Route 30 Support
Meeting Date: November 28, 2000

SUMMARY REPORT CITY COUNCIL

PREPARED BY:
Warren Salmons, City Manager *W.S.*

RECOMMENDATION/ REQUESTED ACTION:
Adopt Resolution supporting future year TDA funding for Route 30, Fairfield to Davis, intercity bus service.

BACKGROUND/ DISCUSSION /ANALYSIS:

For the last several years, the Yolo/Solano Air Quality District has been supporting the operational costs to provide intercity bus service via Route 30 from Fairfield to Davis. For the last three years, the Yolo County Transportation District has run the route. The service runs four round trips daily, including stops downtown at the Dixon Police Station (in the future at the Multi-modal Station) and at the Market Lane Park and Ride facility. The Air Quality District has determined that it can no longer fund the operational costs of this route, operating costs typically are beyond the scope of the Air Quality District function which generally would support capital purchases such as new vehicles, but not the labor and maintenance costs of operation. The annual cost has been approximately \$95,000. Negotiated by the Solano Transportation Authority, a compromise with the Air Quality District will provide a 4-year phase out wherein Dixon, Vacaville, Fairfield, and Solano County would cover successively larger portions of the operational costs over the next three years with full coverage by year four. Final commitment by Solano County has not as yet been reached. The tentative phase out is as follows:

<u>YEAR</u>	<u>DIXON</u>	<u>VACAVILLE</u>	<u>FAIRFIELD</u>	<u>COUNTY</u>	<u>YOLO/SOLANO AIR DISTRICT</u>
2000-01	0	0	0	0	\$95,000
2001-02	\$10,000	\$10,000	\$10,000	\$5,000	\$60,000
2002-03	\$15,000	\$15,000	\$15,000	\$10,000	\$40,000
2003-04	\$20,000	\$20,000	\$20,000	\$15,000	\$20,000
2004-05	\$25,000	\$25,000	\$25,000	\$20,000	0

RESOLUTION _____

RESOLUTION SUPPORTING COST SHARING FOR
ROUTE 30 INTERCITY BUS SERVICE

WHEREAS, the Yolo/Solano Air Quality District has, for several years, paid the operating costs for the Route 30 intercity bus route between Fairfield and Davis; and

WHEREAS, the Yolo/Solano Air Quality District has determined it can no longer pay the cost of said service; and

WHEREAS, the Solano Transportation Authority has coordinated a cost sharing plan to phase the Air Quality District out of the operations cost over a four year period; and

WHEREAS, Dixon, Vacaville, Fairfield, and Solano County will phase into the shared cost of Route 30 operations; and

WHEREAS, the STA has negotiated an arrangement which would require Dixon to commit an additional \$10,000 a year in 2001-2002, up to \$25,000 in year 2004-2005 to cover its share of the ongoing operations cost of Route 30.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Dixon hereby supports the cost sharing arrangement and commits up to \$10,000 in FY 2001-2001 as its share of the cost of continuing operation of Route 30. Payment of said share contingent upon payment of equal shares by the cities of Vacaville and Fairfield, plus an additional \$5,000 from Solano County with annual share increases of \$5,000 per fiscal year per jurisdiction through and including FY 2004-2005 when Dixon, Vacaville, and Fairfield will be contributing \$25,000 each and Solano County, \$20,000.

PASSED AND ADOPTED AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF DIXON ON THE 28th DAY OF NOVEMBER 2000, BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

City Clerk

Mayor



DATE: December 6, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Landscaping Policy for Highways and Freeways

Background

In May 2000, the City of Vacaville expressed written concern over the proposed removal of oleander shrubs as part of the Ulatis Creek Bridge replacement project on Interstate 80. Caltrans responded by stating that this issue may also involve several other projects along the I-80 corridor in Solano County. The City of Vacaville has formally supported the position of requesting that Caltrans replace and maintain all median plantings on I-80 through the adoption of the City Gateway Plan in October of 1999 and through the passage of Resolution No. 2000-33 on March 28, 2000.

On August 30, 2000, the STA TAC discussed this issue with Caltrans staff in attendance. Caltrans staff discussed the safety issue in maintaining landscaping in the median. Dale Pfeiffer, City of Vacaville, mentioned the aesthetics of the oleander along I-80 which separates it from other counties and he cited existing Vacaville policy. Caltrans also distributed a fact sheet (attached) which suggests the strategy of providing mitigation for oleander removal by replacing it with additional landscaping at other freeway locations. A consensus was not reached at the August TAC meeting.

Subsequently, STA, Vacaville, Fairfield, and Dixon staff met on October 10 to discuss the oleander issue. Also on October 10, STA staff obtained a copy of Caltrans' new policy regarding median barriers to be used in highway medians. (A copy is attached). Janet Koster, City of Dixon, provided clarification on Dixon's position on the fire danger of oleander by stating that it has more to do with the clearing (maintenance) of debris in the median rather than the existence of oleander. At the conclusion of the October meeting there was a consensus of support for a policy that preserves existing landscaping (oleander) unless there is a capacity increasing reason to enter the median.

Based on the issues involved and the consensus reached at the October meeting, staff and the STA TAC recommend that the Board direct the STA TAC to develop a landscaping policy for consideration by the STA Board for the interstate medians in Solano County that include maintenance of oleanders. The TAC also recommended that this policy include highway medians.

Recommendation:

Direct the STA TAC to develop a landscaping policy for consideration by the STA Board for the interstate and highway medians in Solano County and bring it back to the STA Board for review and approval.

Attachments

**FACTSHEET
ON REMOVAL AND MITIGATION OF OLEANDERS
ON ROUTE 80 IN SOLANO COUNTY**

August 2000

ISSUES:

A Caltrans project to replace the Ulatis Creek Bridges is currently under study. In order to minimize traffic disruption during construction, the median will have to be paved to detour traffic. Additionally, the project also proposes to replace existing metal beam guardrail with safety shaped concrete barriers. As a result, the existing Oleanders in the median will need to be removed as part of the Ulatis Creek Bridge replacement. The City of Vacaville has expressed serious concern about the proposed removal. Furthermore, the Oleander removal issue may also involve several other projects along the I-80 corridor in Solano County.

CALTRANS CONCERNS:

Caltrans practice is to provide for safe highway facilities for the traveling public as well as those who maintain them. While we recognize the scenic value provided by the Oleanders, particularly during summer months, the need to prune them would continue to put Caltrans Maintenance workers at risk due to the high traffic volume on Route 80. There are also safety concerns when the Maintenance workers are exposed to traffic due to cable or metal beam barrier repair.

The Dixon Fire Department and Suisun Fire Department have both expressed concerns over the fire hazard of the Oleanders in the median and have requested to have them removed.

Caltrans goal is to reduce facilities in the median that may need to be maintained, replaced periodically or repaired. Installation of the safety shaped concrete barrier and removal of the Oleanders address these concerns.

PLANNED PROJECTS ALONG THE I-80 CORRIDOR:

1. **Ulatis Creek Bridge Replacement Project—PM 26.0/27.2
EA: 4C080K**

This project, currently under Project Scope Summary Report (PSSR) phase, would correct substructure problems of the existing bridge. In order to maintain traffic flow during construction, the median will be used to detour traffic. This project also proposes to install safety shaped concrete barriers instead of replacing the metal beam guardrail. As currently planned, the PSSR is due for approval by October 2000.

2. **Long Life Pavement Project –PM 12.7/R44.7**
EA: 28460K
 A PSSR is currently being prepared to rehabilitate and upgrade the existing pavement from Cordelia to the Solano/Yolo County line. In order to maintain traffic flow during construction, major portions of the median will need to be used as detours in order to reconstruct the outside lanes. While some areas are already free of Oleanders, it is proposed that a concrete shaped median barrier be placed instead of replacing the cable barriers or guardrails. The only exception will be in flood plain areas where thrie-beam barriers will be placed instead. This project is currently projected for construction in year 2005.

3. **I-80 Widening Project from Meridian Rd. Interchange to Pedrick Rd. Interchange - --PM 30.9/40.7**
EA: 0T2000
 This project proposes to widen I-80 from Meridian I/C to Pedrick Road I/C from six to eight lanes. This project is currently in the environmental phase and is expected to clear in June 2001. It is not intended to reconstruct at the median for this project, however it may be necessary to modify the median in order to maintain traffic flow during construction.

4. **Construct Auxiliary Lane on westbound I-80 at the vicinity of I-80/I-505 Interchange -- PM 27.2/28.3**
EA: 0T170K
 This project is currently in PSSR phase. It proposes to construct an auxiliary lane near the vicinity of the I-80/I-505 Interchange. This project may impact the median during construction staging when the median will be used to detour traffic.

5. **Reconstruct I-80/Leisure Town Interchange—PM 29.5/30.5**
EA: 0T2101
 This is a locally funded project sponsored by the City of Vacaville. This project proposes to reconstruct the Leisure Town Interchange. This project currently is in the design phase and has a PS&E delivery date in about two years. This project will affect the median in order to construct the middle bridge bent.

CALTRANS STRATEGY:

Standard Caltrans policy requires that replacement of planting be considered to compensate for landscaping lost due to construction. Caltrans would like to work in partnership with the county and the affected cities to develop practical and consistent mitigation strategies to address this sensitive Oleander issue along the I-80 corridor. It is proposed that Oleanders in the median will not be replaced at the same median location but Caltrans is committed to mitigate the loss by means of additional landscaping along the outside of the freeway, at soundwall locations, or at interchange areas within the city or community.

State of California

Business, Transportation and Housing Agency

Memorandum

To: ALL DISTRICT DIRECTORS

Date: February 3, 2000

Attention: District Division Chiefs
Operations, Maintenance, Design

File:

From: DEPARTMENT OF TRANSPORTATION
Director's Office

Subject: Median Barrier Types to be Used in Highway Medians

Effective immediately, this policy supersedes Section 7-04 of the California Department of Transportation (Caltrans) Traffic Manual implementing the type of median barrier used in highway medians. This memorandum clarifies various issues and emphasizes the use of concrete median barrier as the preferred type in most cases. When the recommendation to use median barrier has been made, the following guidance should be used to determine whether concrete or thrie beam barrier is appropriate at a given location. If median plantings exist, the District Landscape Architect and District Division Chief of Maintenance shall be consulted. (Note: All median barrier offset dimensions are measured from the edge of traveled way to the face of barrier.)

For median width less than or equal to 11.0 meter (m) with no median plantings:

Concrete barrier shall be installed.

If there are no plantings in the median, concrete barrier shall be placed on the centerline of the median.

For median width less than or equal to 14.0 m where median plantings must be preserved:

Concrete barrier shall be installed.

For median width less than or equal to 14.0 m where median plantings must be preserved, concrete barrier shall be placed on both sides of the plantings up to a maximum offset of 5.2 m.

For median width greater than 11.0 m and less than 14.0 m with no median plantings:

Concrete barrier shall be installed.

Where the median width transitions from 11.0 m to 14.0 m, the barrier should transition from a centered position to a 4.3 m offset position, respectively. For constant median width greater than 11.0 m and less than 14.0 m, barrier type selection should be discussed with and approved by the Headquarters traffic liaison.

For median width greater than or equal to 14.0 m with no median plantings:

Concrete or thrie beam barrier may be installed.

For median width equal to 14.0 m, without plantings, concrete barrier shall be placed offset 4.3 m from one edge of traveled way. For median width greater than 14.0 m, the concrete barrier shall be placed offset from one edge of traveled way up to the maximum allowable offset of 5.2 m. Where the median width transitions from 14.0 m to wider, the barrier should transition from a 4.3 m offset to the 5.2 m maximum offset, respectively, while

DISTRICT DIRECTORS
February 3, 2000
Page 2

consistently maintaining at least 9 m offset on the other side. Thrie beam barrier should be placed on the centerline of the median, regardless of median width.

For median width greater than 14.0 m where existing median plantings must be preserved:

Thrie beam barrier shall be installed.

For median width greater than 14.0 m where existing median plantings must remain, single thrie beam barrier shall be placed on both sides of the plantings.

Exceptions to installing concrete barrier:

Temporary concrete barrier may be installed.

If concrete barrier is recommended at a location where a programmed project will result in the future repositioning of the barrier, the use of K-rail installed in the semi-permanent configuration is an alternative that should be considered. (Refer to the memo regarding Long-Term Installations of K-Rail dated November 29, 1994.)

Exceptions may be granted for the installation of thrie beam barrier.

Written concurrence, for an exception to installing concrete barrier in a median width less than 14.0 m, must be obtained from the Headquarters traffic and maintenance liaisons. Examples for an exception may include high wind and sandy environments, or FEMA designated floodplain areas.

Concrete barriers that are located 5.2 m or less from the edge of traveled way should be paved to the face of the barrier. The additional pavement must comply with the cross slope requirements of the Caltrans Highway Design Manual and may affect the site drainage design.

Any deviation from these guidelines shall be discussed with the Headquarters traffic liaison and their concurrence must be obtained. All median barrier projects must follow current project development procedures for project reviews by district and Headquarters functional units.

The need to design and construct median barrier projects in a timely manner cannot be over emphasized. Implementation of these guidelines into any currently programmed safety projects shall not cause a delay in the existing delivery schedule. Any new concrete barrier project to be programmed should be appropriately scheduled so that the PS&E date would coincide with the thrie beam alternative schedule if it were selected. Any deviation from that schedule would require strong justification and approval by the headquarters traffic liaison.

DISTRICT DIRECTORS

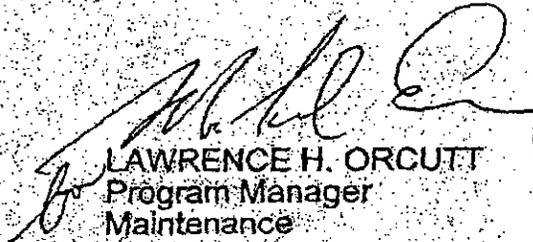
February 3, 2000

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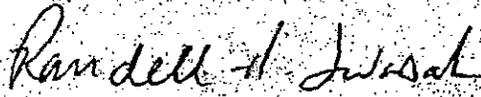
This policy has been developed with the assistance of various program representatives. Concurrence has been obtained from the Program Manager of Design and the Chief of the Office of State Landscape Architecture.

APPROVAL RECOMMENDED:


KIM NYSTROM
Acting Program Manager
Traffic Operations

 1/21/00
LAWRENCE H. ORCUTT
Program Manager
Maintenance

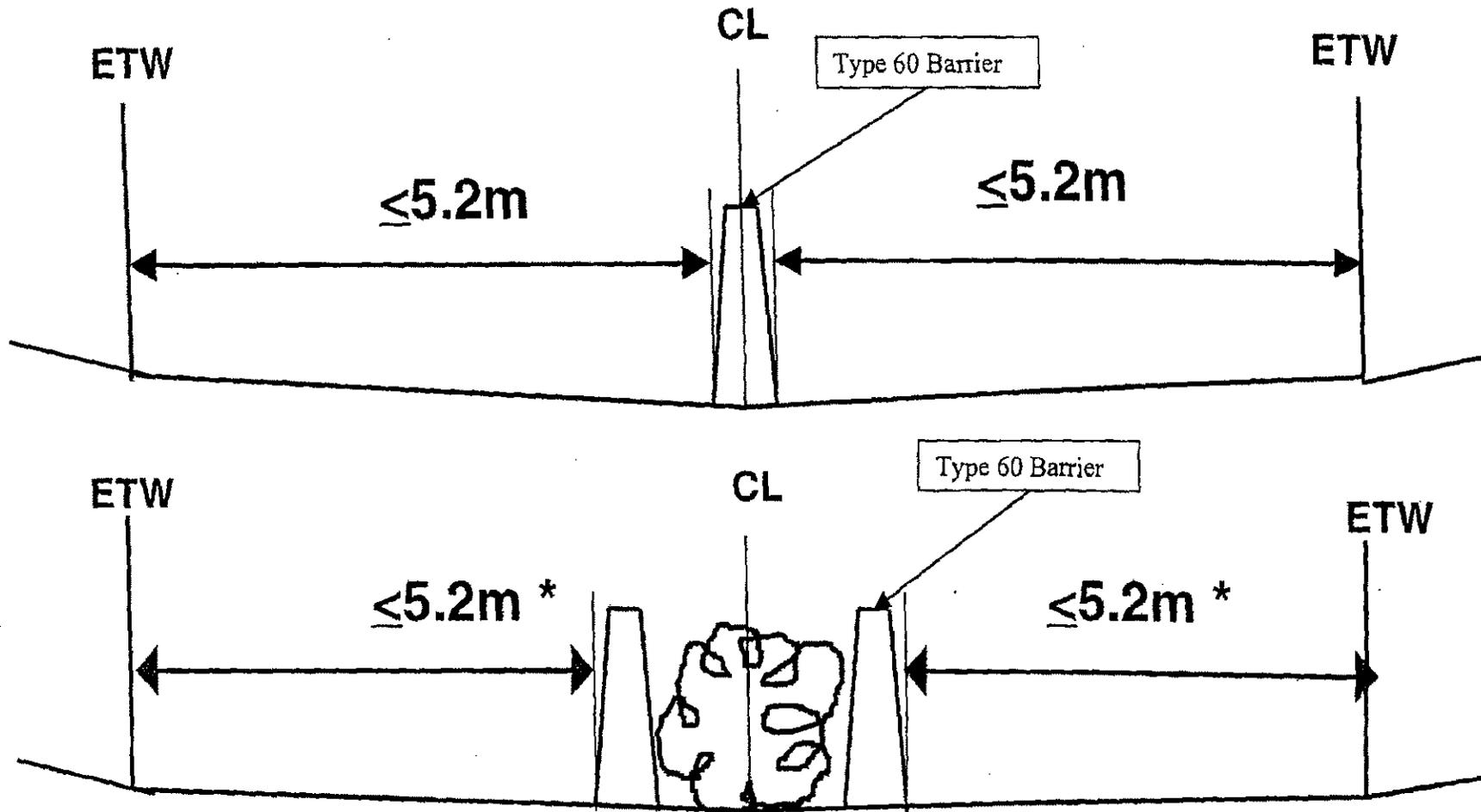
APPROVED:


RANDELL H. IWASAKI
Deputy Director
Maintenance and Operations

Attachments

≤1.1m (36") Median Width

NOTE: Figures are intended only to show appropriate barrier type and general guidance on placement relative to the edge of traveled way.



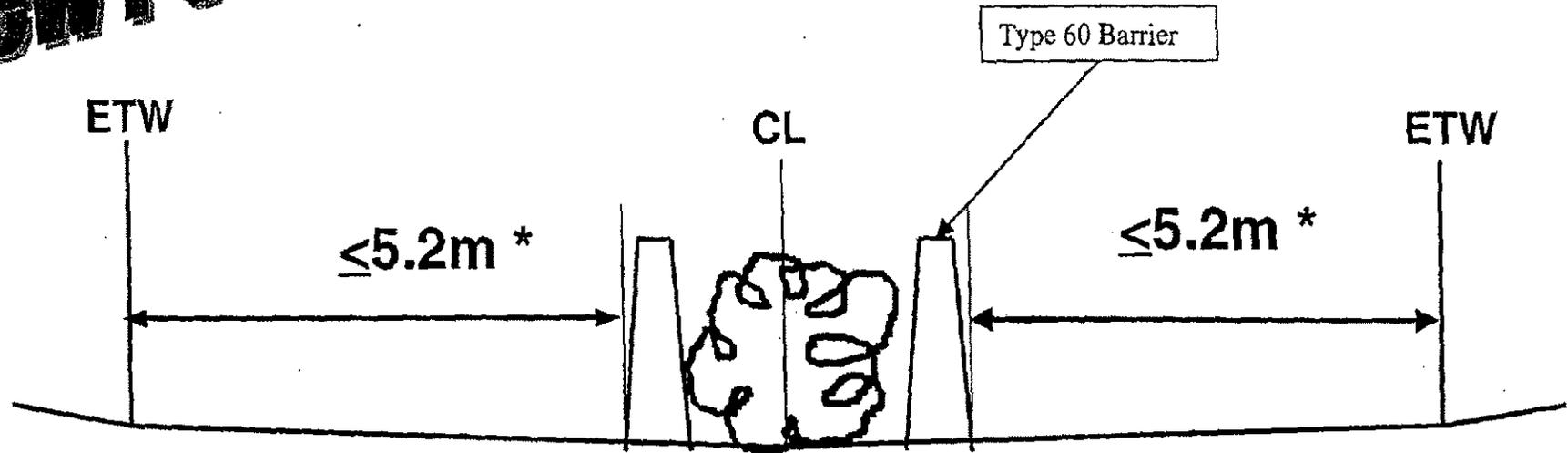
* The Minimum distance shall be based on design standards for shoulder width and horizontal stopping site distance.

104

≤14m (46') Median Width with Plantings

NOTE: Figures are intended only to show appropriate barrier type and general guidance on placement relative to the edge of traveled way.

NEW POLICY

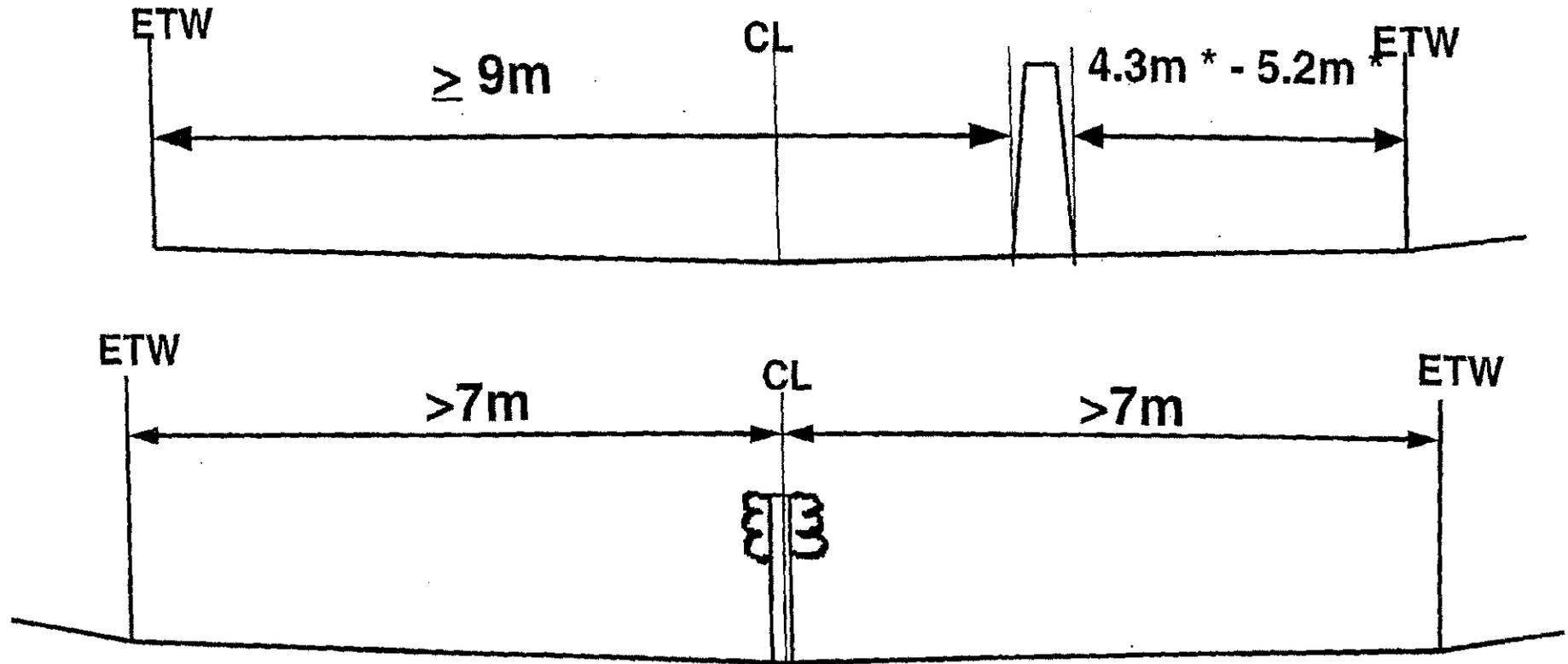


* The Minimum distance shall be based on design standards for shoulder width and horizontal stopping site distance.

105

$\geq 14\text{m}$ (46') Median Width without Plantings

NOTE: Figures are intended only to show appropriate barrier type and general guidance on placement relative to the edge of traveled way.

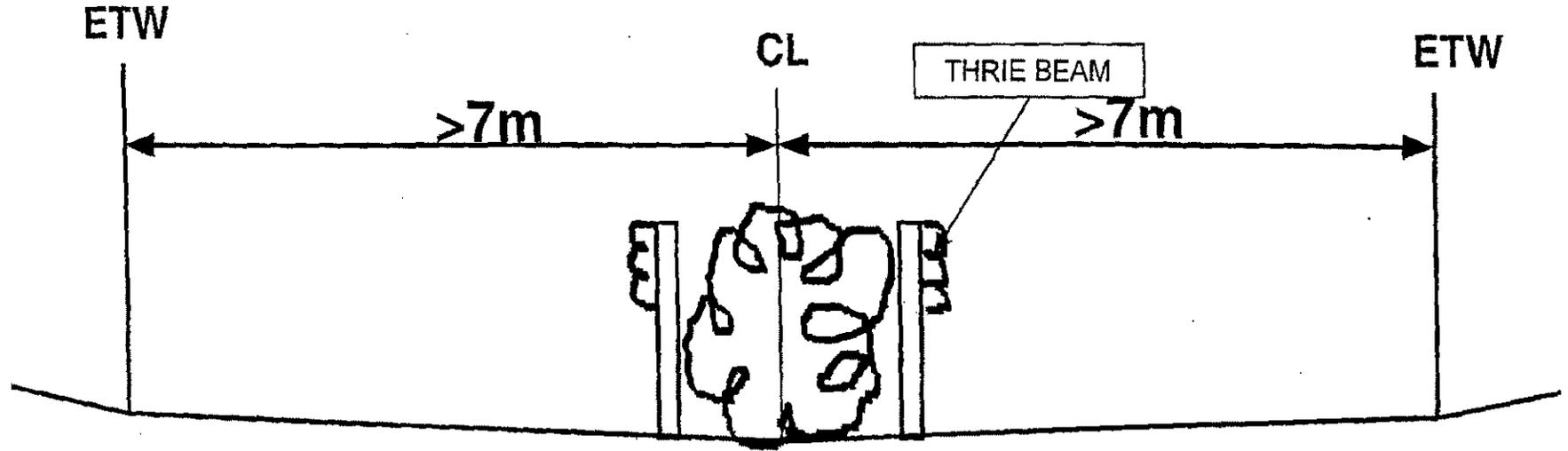


* Can be reduced to a distance based on compliance with design standards for shoulder width and for SSD.

108

>14m (46') Median Width with Plantings

NOTE: Figures are intended only to show appropriate barrier type and general guidance on placement relative to the edge of traveled way.





DATE: December 13, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Draft Countywide Bicycle Plan

Discussion:

The STA first adopted a Countywide Bicycle Plan in 1995. It was last updated in June 1997. For the past year, the Bicycle Advisory Committee has been updating the plan with assistance from Alta Transportation Consulting. The Countywide Bike Plan will become part of the Solano Comprehensive Transportation Plan currently under development. On November 15, the Alternative Modes Subcommittee and on November 29, 2000 the STA TAC heard presentations on the draft Plan and provided input on the major proposals. A Power Point Presentation on the Plan will also be provided to the STA Board at this meeting.

Some of the major proposals include:

1. Incorporation of the Jepson Parkway Bike Route from Highway 12 at Walters Road to Leisure Town Road/I-80.
2. Refinement of the alignment of the Central County Bike Route along Highway 12 in Suisun City.
3. Proposal to establish a grade separated bicycle/pedestrian path across Highway 12, at Red Top Road as part of the Ridge Trail and Solano Bikeway Project.
4. Realignment of the Dixon-Davis Bike Route from a Class 1 to Class 2 based on the revised Project Study Report for the Dixon-Davis Bike Route.
5. The proposal to fund and implement the new "Solano Bike Route" sign as part of each primary bike route in the county
6. Other refinements to the text, project descriptions, priorities and maps based on the Jepson Concept Plan, South County Bike Plan Study, the Dixon-Davis PSR and other input from the BAC and TAC members, Alternative Modes Subcommittee and members of the public.

Copies of the full draft text have been provided to each member agency prior to the public meeting scheduled on December 7, 2000 at the Suisun City Council Chambers.

Janice Sells published block ads in each of the three major newspapers and a press release was also sent out to all media. Executive summaries are being made available to each of the STA Board Members and the members of the public. The schedule for review and adoption of the plan is as follows:

Public Hearing	December 7, 2000
BAC Approves	January 17, 2001
STA TAC Approves	January 31, 2001
Alternative Modes Subcommittee Approves	February 7, 2001
STA Board Approves	February 14, 2001

Comments on the Draft Plan will be received by the STA until December 29, 2000.

Fiscal Impact:

None

Recommendation:

Informational

Attachment (See STA file folder for a copy of Executive Summary)



DATE: December 13, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Park and Ride Survey Results

Background:

In June 2000, as part of the Transit Element of the Solano Comprehensive Transportation Plan, Wilbur Smith Associates (along with both STA interns) conducted a survey of six park and ride lots in Solano County. The main purpose was to provide origination and destination data for the existing users of the lots with the goal of developing new short and long range proposals for providing additional park and ride spaces throughout the county as part of the comprehensive transportation plan.

Discussion:

The preliminary results of the park and ride survey have now been completed (see attached report). Some of the major findings include the following:

- Most park and ride users live in the same community where the lot is located but 25% of the users of the Curtola Park and Ride lots do not reside in Vallejo.
- San Francisco was reported as the destination (by nearly 55% of the respondents).
- Most of the Sacramento trips were from the Vacaville Regional Transportation Center (Davis Street Park and ride).
- Virtually everyone arrived and left by car, with no bus access reported.
- Approximately 40% reported boarding buses to complete the regional leg of their trip; approximately 10% reported using a regular carpool; 25% used a casual carpool and vanpools accounted for the remaining 25%.
- 97% of the trips were for work purposes and 3% were for school purposes.
- Virtually all users of the Curtola Park and Ride Lot arrived before 6:15 a.m. although a few continued to arrive until about 7:15 a.m.
- Most Park and Ride users return to arrive at their lots for the trip home between 3:00 and 4:45 p.m. and most depart the lot by 7:45 p.m.
- Questions regarding six features of park and ride lots (i.e. bus service, shelters, safety, lighting, quantity and quality of spaces) were also compiled.

The survey results will now be finalized and submitted to the Transit Subcommittee for further review and analysis. An additional sort (by transit users and all other users) will be conducted by Wilbur Smith to see if there are any major differences. In addition, a license plate survey was conducted of all vehicles parked on the lots. A DMV analysis of

the location where those vehicles are registered will also be conducted and included in the final survey.

Recommendation:

Informational

Attachment

PARK AND RIDE SURVEY PRELIMINARY RESULTS

On September 19th and 20th 2000 survey questionnaires were placed on the windshields of cars parked in six park and ride lots in the County and on the windshields of cars parked along the street near the Curtola park and ride lot. The lots surveyed were:

- Curtola Park and Ride Lot
- Vacaville Davis Street Park and Ride Lot
- Dixon Park and Ride Lot
- Green Valley Park and Ride Lot
- Suisun City Park and Ride Lot
- York and Marin Park and Ride Lot

Figure 1 shows the questionnaire used for the survey.

Survey Distribution and Responses

A total of 1,125 survey forms were distributed as shown in Table 1. Nearly 300 questionnaires were returned representing an average response rate of 26 percent. More than one half of the forms distributed and returned were related to the Curtola Park and Ride Lot and the spillover areas near it. As questionnaires were placed on the windshields of all cars parked in the lots, the number of forms distributed describes the usage of the lot. The Dixon lot only had two vehicles parked in it and the Green Valley lot also was lightly used. The other lots were well utilized.

Residential Distribution – Question 1

Question 1 asked where motorists began their trip in the morning. This origin data eventually will be sorted by nearest cross street and compared to DMV information for registered owners of the vehicles. Information from the DMV has not yet been processed. Table 2 describes the communities of residence for park and ride users. As would be expected most users live in the community where the lot is located. The data does indicate that about 25% of the users of the Curtola Park and Ride Lot do not reside in Vallejo, with Benicia being home to many of the non residents.

Destination Distribution – Question 2

Table 3 describes the destination for park and ride users. San Francisco was reported by nearly 55% percent of the respondents as being their destination. Oakland (14%), Berkeley (7%), Sacramento (5%) and San Francisco Airport (3%) were the next most common destinations. Together these five destinations accounted for about 85 percent of the destinations. Most of the Sacramento trips were from the Vacaville Park and Ride Lot.

Mode of Access to Lot – Question 3

Virtually everyone reported arriving by car, with no bus access reported.

PARK-AND-RIDE USER SURVEY

The Solano Transportation Authority and local transit agencies are investigating ways to improve park-and-ride facilities in Solano County. Your help is needed to help identify where new lots should be provided, and which existing lots should be expanded or otherwise improved. Please complete this card and drop it in any mailbox postage free. THANKS FOR YOUR HELP.

1. Where did your trip to this park-and-ride lot this morning begin? (City/Community name) _____
 Street and nearest street intersection: _____ and _____
2. Where is your destination? (City) _____ (zip code) _____
3. How did you first get to this lot today?
 Car Bus (Route # _____) Bicycle
 Walk Other (please specify) _____
4. How will you return home from this lot?
 Car Bus (Route # _____) Bicycle
 Walk Other (please specify) _____
5. Which of the following will you use to complete this trip?
 Bus (Route # _____) Regular Carpool (number in carpool _____)
 Vanpool (number in vanpool _____) Casual Carpool (number in carpool _____)
 Other (please specify) _____
6. What is the purpose of your trip today?
 Work School Shopping Other _____
7. What time did you arrive at this lot today? _____, What time do you plan to return? _____
8. If you made this trip by driving how much would the parking cost? \$ _____ per day
9. Why do you use this lot? (check two most important)
 Closest to home Security Frequency of bus service
 Closest to freeway Other (please specify) _____
10. How would you grade the following features of this lot?

Excellent (5)	Bus Service	
Good (4)	Security	
Fair (3)	Lighting	
Poor (2)	Shelters	
Terrible (1)	Enough Spaces	
	Bus Info	
11. Have you ever found the lot to be full? Yes No
 If yes, how many times a week do you believe it is full? _____ days a week
 If it is full, what do you do?
 Park on street Go to another lot Drive to destination
 Other please specify _____
12. Please provide the following data to help us forecast future demand:
 Age _____ Male Female Occupation: _____

General Comments:

Table 1

SURVEY DISTRIBUTION AND RESPONSES

	Curtola	Spillover	Davis	Dixon	G. Valley	Suisun	York/Marin	Total
DISTRIBUTED	516	135	240	2	39	77	116	1125
RETURNED FORMS	141	25	68	2	20	11	30	297
RESPONSE RATE	27%	19%	28%	100%	51%	14%	26%	26%

Table 2

Summary of Departure City by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
American Canyon	3						2	5
Benicia	11	3					2	16
Clayton						1		1
College Estate							1	1
Cordelia	2					1		3
Dixon				2				2
Fairfield	5	1	2		6	3		17
Fairfield/Cordelia					1			1
Hercules						1		1
Napa	2				1	1		4
Sacramento	3		4				1	8
Suisun City	2	1	1		11	2		17
Tuolumne	1							1
Vacaville	3		54		1		1	59
Vallejo	107	20	2			1	23	153
Winters			4					4
Woodland			1					1
Yountville	1							1
N/A	1					1		1
Total	141	25	68	2	20	11	30	295

Table 3

Summary of Destination City by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response	1	1						2
Alameda					1			1
Bay Area			1					1
Berkeley	7	1	4		2		6	20
Burlingame			2					2
Colma	1							1
Concord			2					2
Davis				2				4
Dublin						1		1
El Cerrito	1						1	2
Emeryville							1	1
Fairfield			1					1
Fremont	1							1
Martinez			3		1	1		5
Oakland	17	2	1		6	2	13	41
Oakland Airport			2					2
Richmond	2		1					3
Sacramento			13		2	2		17
San Bruno			2					2
San Francisco	108	21	17		6	1	9	162
San Francisco Airport			9					9
San Leandro	1							1
San Ramon	1		1		1	1		4
South San Francisco			2		1	1		4
UC Davis			1					1
Vallejo	1							1
Walnut Creek			6					6
Total	141	25	68	2	20	11	30	297

Return Home from Lot Mode – Question 4

Similarly virtually everyone reported leaving the lot returning home by car. A small percentage reported casual carpool home.

Regional Mode of Travel – Question 5

Table 4 reports the responses to this key question. Roughly 40 percent of respondents reported boarding buses to complete the regional leg of their trip. Approximately 10 percent reported use of regular carpool for this leg and 25 percent reported participating in a casual carpool. Vanpools accounted for the remaining 25 percent. Vanpools served many of the trips from the Vacaville Davis Street Lot.

Trip Purpose – Question 6

Almost all of the trips made from park and ride lots were for work purposes with less than three percent for school purposes.

Time of Arrival at Lot – Question 7a

Virtually all the parkers using the Curtola Park and Ride Lot arrived before 6:15 AM as shown in Table 5. Parkers continued to arrive at the Curtola spillover on-street parking until about 7:15 AM.

Time of Departure from Lot to Home – Question 7b

Parkers started to arrive at the park and ride lots for their trip home in the afternoon at about 3:00 PM and most had departed the lot by about 7:45 PM. From 4:45 PM to 6:00 PM about 60 percent of the parkers reported leaving the lots. About 16 percent reported leaving between 5:00 and 5:15 PM.

Avoidance of Destination Parking Cost – Question 8

Approximately 40 percent of the respondents failed to respond to this question indicating that they had no good guesses or would pay nothing. As shown in Table 6, few of the other respondents reported paying less than \$3.

Reason for Using Chosen Lot – Question 9

By far the main reason for selecting park and ride lots is proximity to home. Closeness to the freeway and quality of bus service were rated significantly less important and security was rated as the lowest reason for using a lot (Table 7).

Satisfaction with Lot Features – Question 10

Question 10 asked parkers to rate six features of park and ride lots from terrible (rating of 1) to excellent (rating of 5). Table 8 summarizes responses to this question. Charts describing ratings graphically were developed in two sets to improve legibility. Curtola, spillover and Vacaville Davis Street are shown on one set of charts along with system totals and the other lots are shown on a separate set of charts.

Most respondents rated bus service good or excellent, although there were a surprising number of fair ratings for Curtola. These fair ratings might be from carpoolers rather than bus riders.

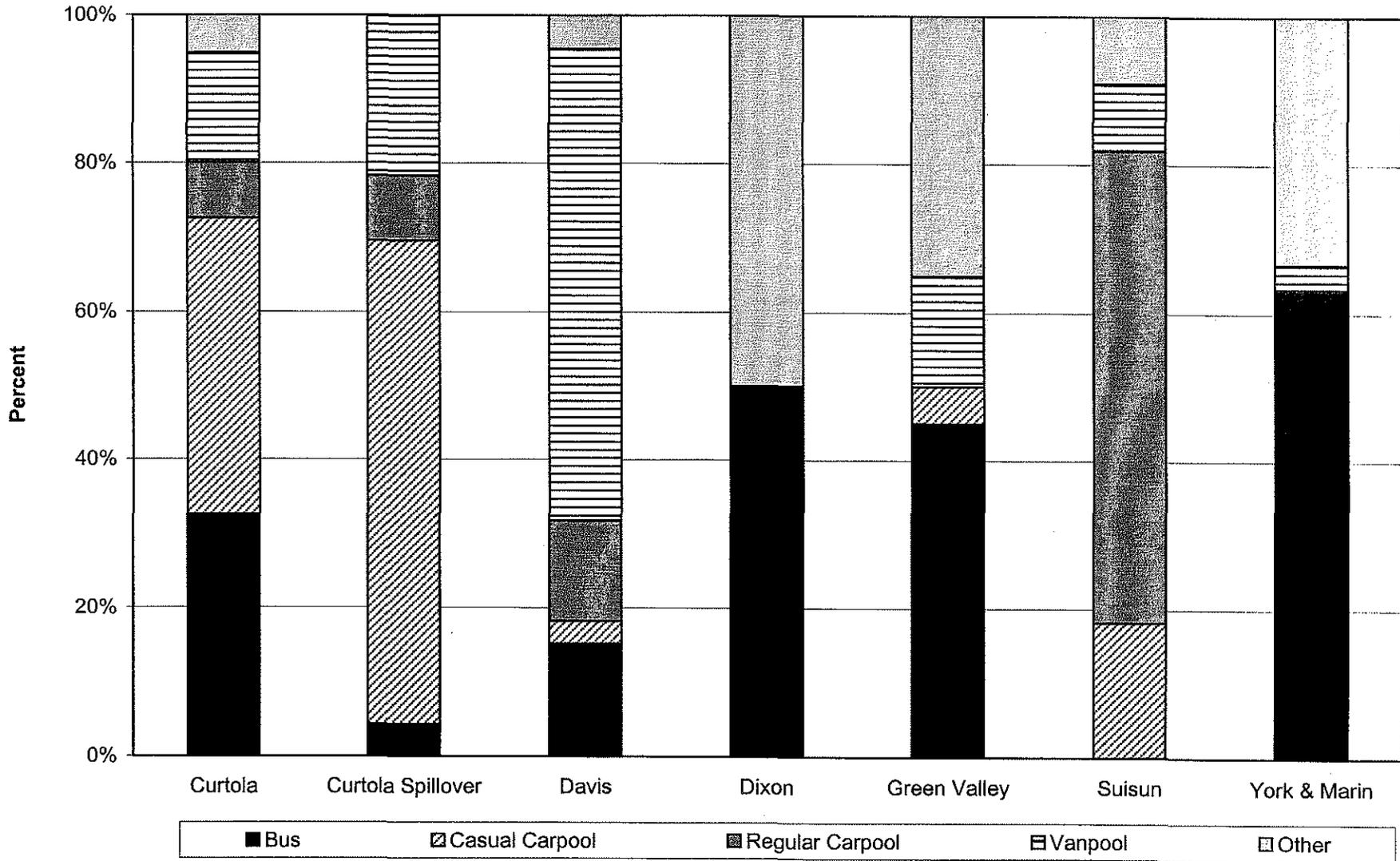
Table 4

Summary of Mode To Complete Trip by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response	6	2	2					10
Bus	44	1	10	1	9		19	84
Casual Carpool	54	15	2		1	2		74
Regular Carpool	10	2	9			7		28
Vanpool	20	5	42		3	1	1	72
Other	7		3	1	7	1	10	29
Total	141	25	68	2	20	11	30	297

110

Summary of Mode to Complete Trip



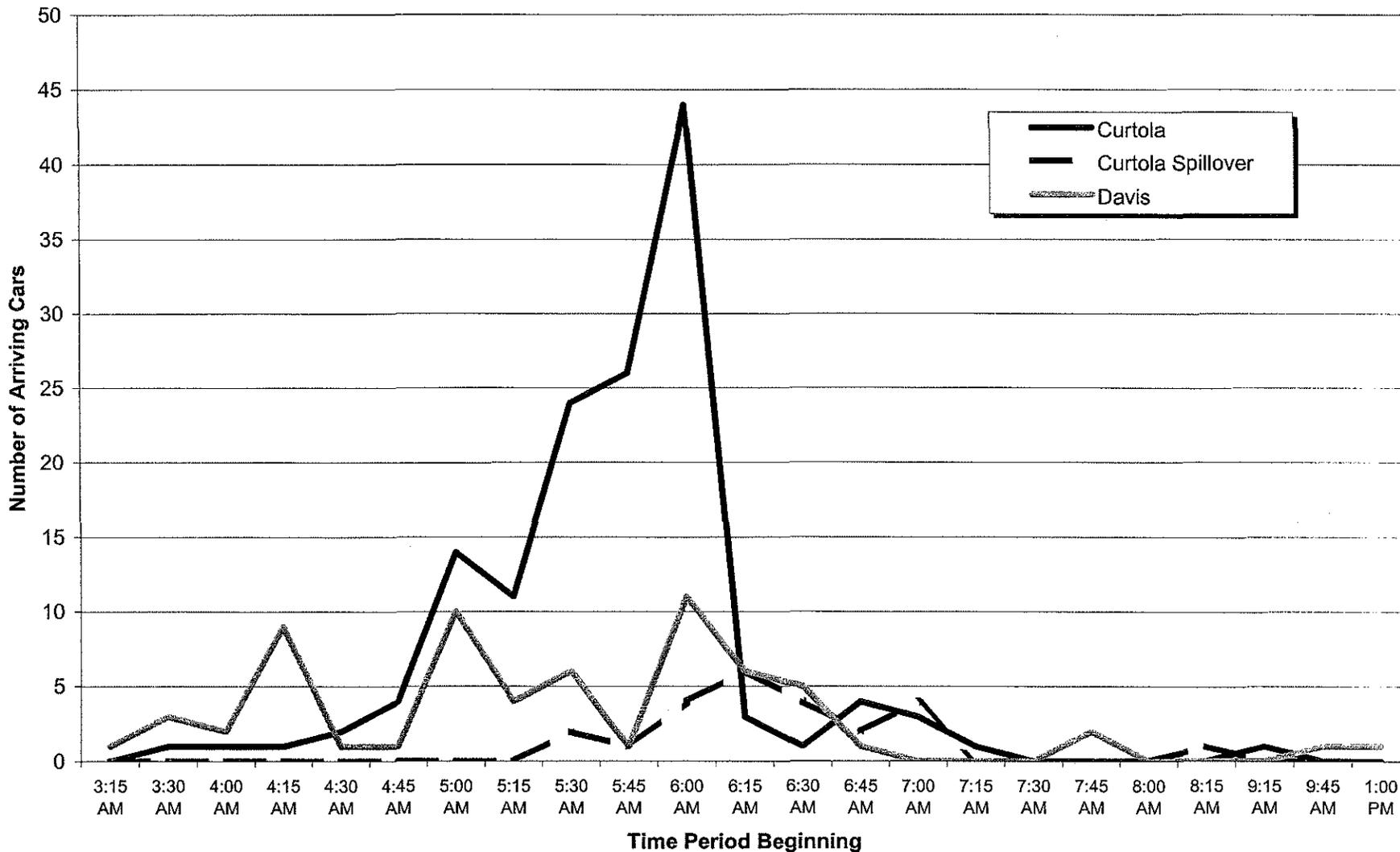
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Table 5

Summary of Arrival Time by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response		1	3				1	5
Time Period Beginning								
3:15 AM			1					1
3:30 AM	1	0	3	0	0	0	0	4
4:00 AM	1	0	2	0	0	1	0	4
4:15 AM	1	0	9	0	0	0	0	10
4:30 AM	2	0	1	0	1	0	0	4
4:45 AM	4	0	1	0	0	0	0	5
5:00 AM	14	0	10	0	1	1	1	27
5:15 AM	11	0	4	0	1	1	0	17
5:30 AM	24	2	6	0	3	0	0	35
5:45 AM	26	1	1	0	5	0	1	34
6:00 AM	44	4	11	0	3	2	5	69
6:15 AM	3	6	6	0	2	0	4	21
6:30 AM	1	4	5	0	0	2	1	13
6:45 AM	4	2	1	0	0	1	1	9
7:00 AM	3	4	0	1	0	0	5	13
7:15 AM	1	0	0	1	0	2	1	5
7:30 AM	0	0	0	0	2	0	5	7
7:45 AM	0	0	2	0	1	0	3	6
8:00 AM	0	0	0	0	0	0	1	1
8:15 AM	0	1	0	0	1	1	1	4
9:15 AM	1	0	0	0	0	0	0	1
9:45 AM	0	0	1	0	0	0	0	1
1:00 PM	0	0	1	0	0	0	0	1

Summary of Arrival Time



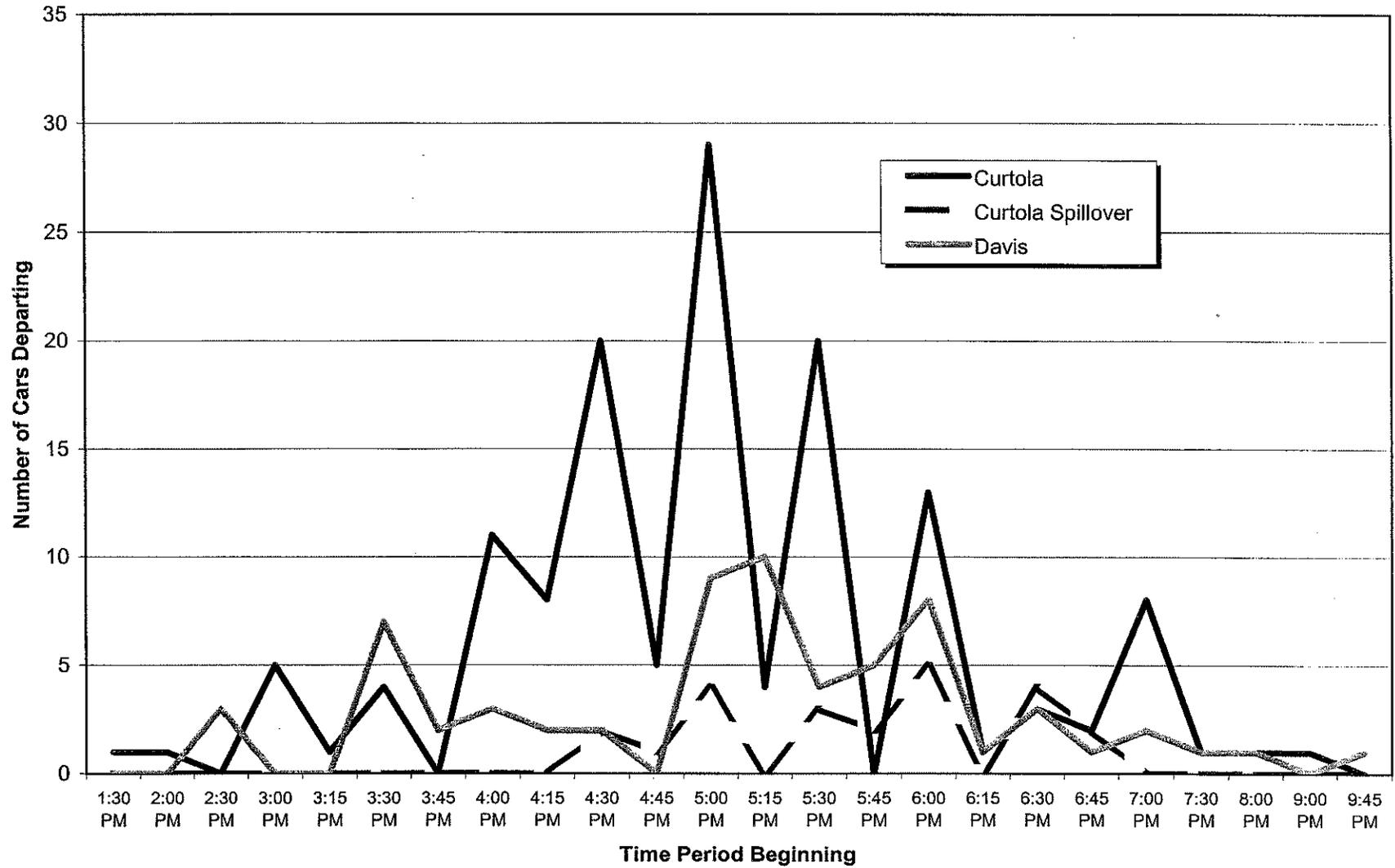
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Table 6

Summary of Departure Time by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response	1	2	2		1			6
Time Period Beginning								
1:00 AM			1					1
6:30 AM	1							1
1:30 PM	1							1
2:00 PM	1						1	2
2:30 PM			3					3
3:00 PM	5					1		6
3:15 PM	1							1
3:30 PM	4	0	7	0	0	0	1	12
3:45 PM			2					2
4:00 PM	11	0	3	0	0	1	0	15
4:15 PM	8	0	2	0	0	0	0	10
4:30 PM	20	2	2	0	2	0	0	26
4:45 PM	5	1	0	0	0	1	0	7
5:00 PM	29	4	9	0	1	2	4	49
5:15 PM	4	0	10	0	1	3	1	19
5:30 PM	20	3	4	2	3	1	2	35
5:45 PM	0	2	5	0	0	0	1	8
6:00 PM	13	5	8	0	2	0	7	35
6:15 PM	1	0	1	0	1	0	2	5
6:30 PM	3	4	3	0	3	1	4	18
6:45 PM	2	2	1	0	2	1	1	9
7:00 PM	8		2		3		4	17
7:30 PM	1		1		1		1	4
8:00 PM	1		1					2
9:00 PM	1	0	0	0	0	0	1	2
9:45 PM			1					1

Summary of Departure Time



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Table 7

Summary of Parking Cost by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response	43	8	47		6	7	8	119
\$0.00	5				1		3	9
\$0.50	1							1
\$1.00							1	1
\$2.00	2		1					3
\$2.50						1		1
\$3.00	1				2		2	5
\$4.00	2	1	5	2	1	1		10
\$4.50	1							1
\$5.00	3	1					1	5
\$5.50	1							1
\$6.00	1		2		2		2	7
\$6.50	1							1
\$7.00	1						1	2
\$7.50	1	1						2
\$8.00	8		2		2	1		13
\$8.50	1						1	2
\$9.00	2							2
\$9.50			1					1
\$10.00	21	2	3		1		4	30
\$12.00	10	3	2		1		1	17
\$12.50	1							1
\$13.00	4	2			1			7
\$13.50	1							1
\$14.00	1							1
\$15.00	14	4	2		1		1	22
\$16.00	1						1	2
\$17.00	1							1
\$17.50							1	1
\$18.00	2				1			3
\$20.00	5	1	1		1		2	10
\$21.00	1							1

Table 8

Summary of Why Use This Lot by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
Closest To Home	93	12	31	2	14	6	6	164
Closest To Freeway	22	6	21		3	3	1	56
Security	16		6		4	1	2	29
Frequency of Bus Service	37	1	7		3		9	57
	Curtola	Curtola Spillover	Curtola and Curtola Spillover					
Closest To Home	93	12	105					
Closest To Freeway	22	6	28					
Security	16		16					
Frequency of Bus Service	37	1	38					

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Summary of Why Patrons Use Their Lot

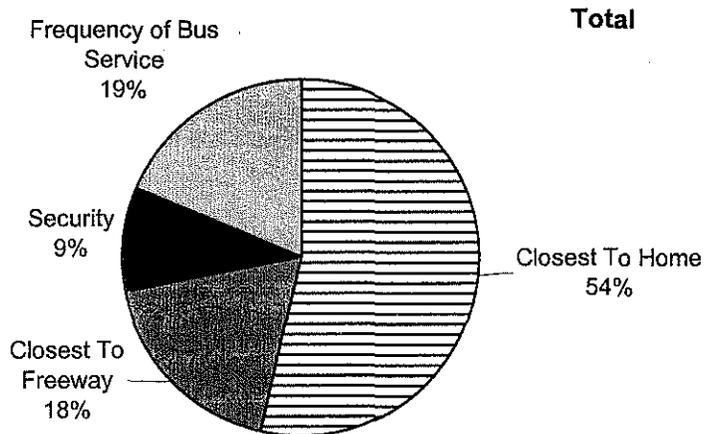
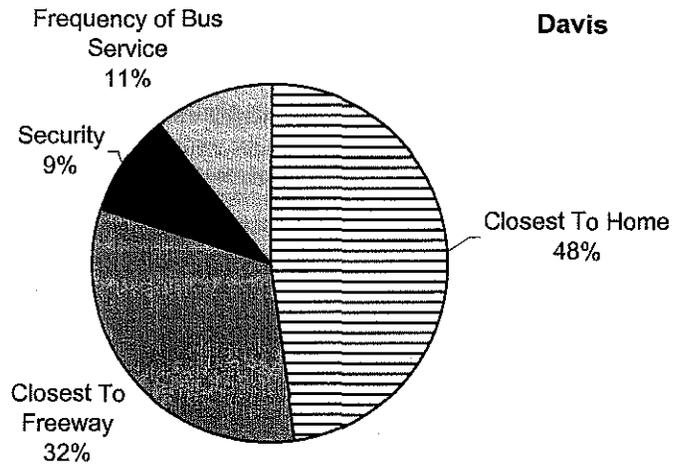
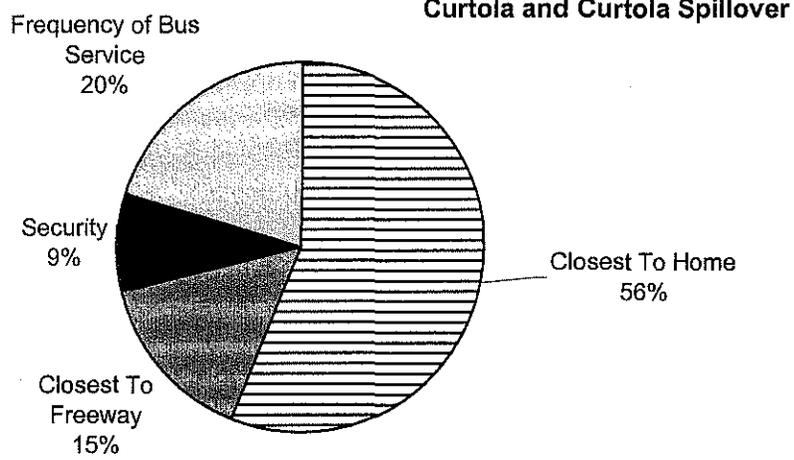


Table 9

Summary of Grade of Features by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
Bus Service								
No Response	20	6	35	0	7	11	0	79
0	1	0	0	0	0	0	0	1
1	3	2	2	0	0	0	1	8
2	5	1	2	0	2	0	0	10
3	37	7	5	0	5	0	4	58
4	51	6	19	0	4	0	15	95
5	24	3	5	2	2	0	10	46
Security								
No Response	4	3	8	0	1	3	1	20
0	1	0	0	0	0	0	0	1
1	16	7	11	0	0	1	11	46
2	37	9	12	0	1	3	5	67
3	43	4	20	0	11	3	10	91
4	35	2	16	0	7	0	3	63
5	5	0	1	2	0	1	0	9
Lighting								
No Response	7	3	5	0	0	0	1	16
1	4	8	0	0	0	1	4	17
2	34	5	8	0	3	2	7	59
3	56	4	23	0	6	6	14	109
4	33	4	24	1	9	2	3	76
5	7	1	8	1	2	0	1	20
Shelters								
No Response	16	3	23	0	5	3	1	51
0	1	0	0	0	0	0	0	1
1	37	12	2	0	1	4	9	65
2	41	6	8	0	8	3	10	76
3	33	4	23	0	3	0	8	71

4	11	0	11	1	3	1	2	29
5	2	0	1	1	0	0	0	4

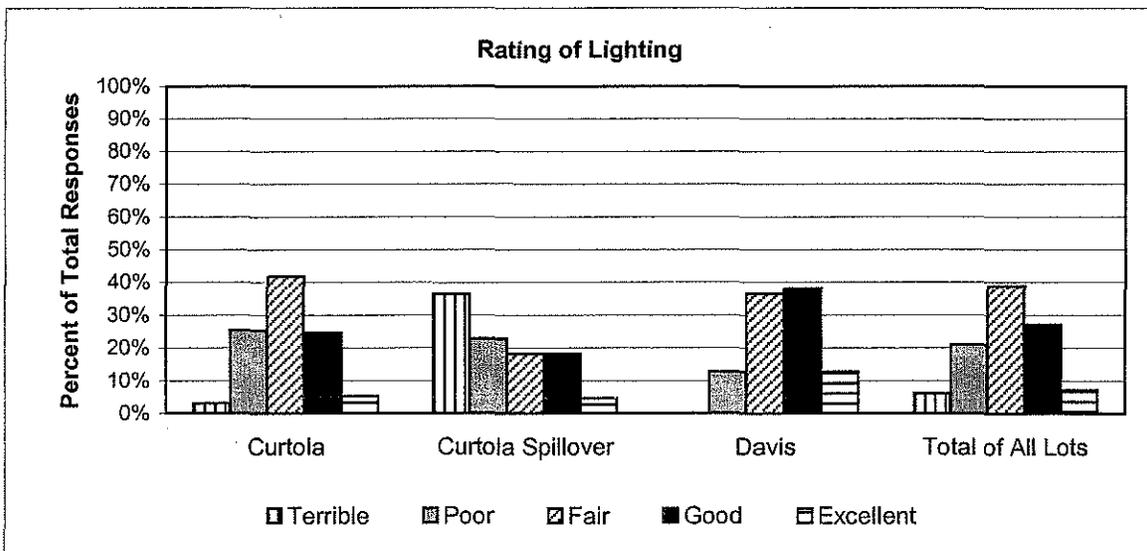
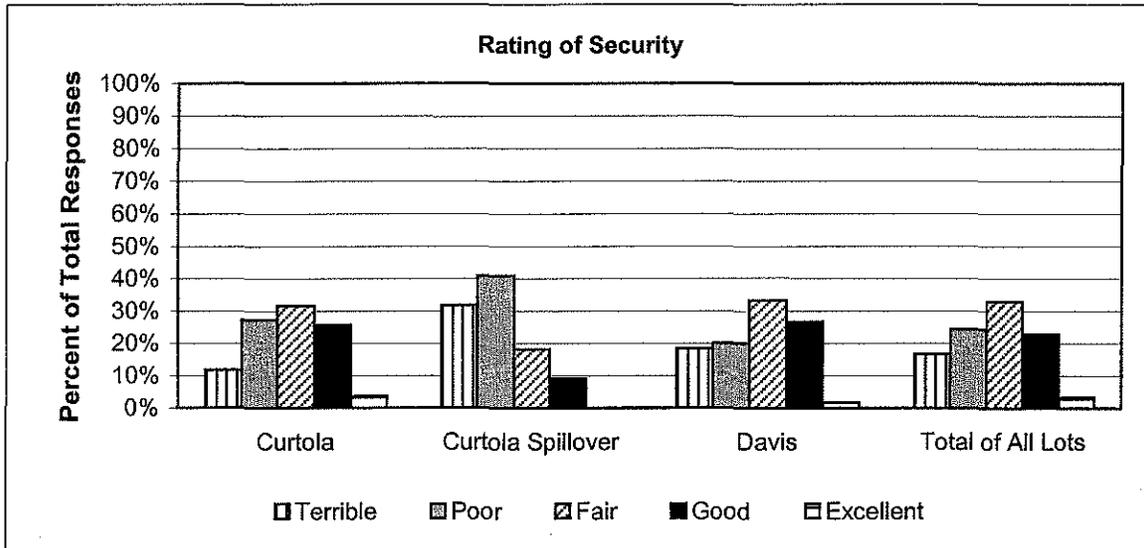
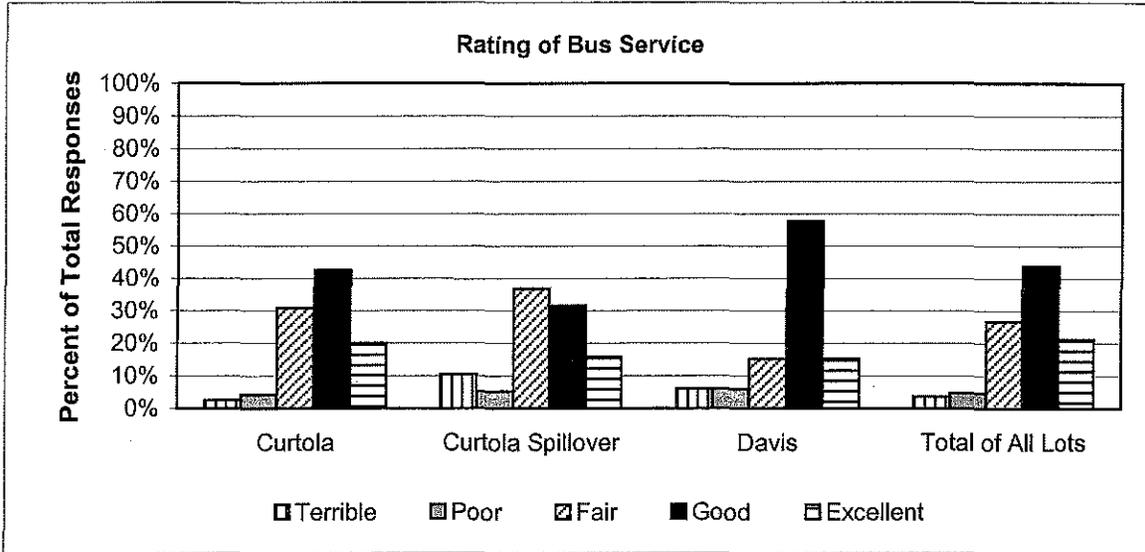
Enough Spaces

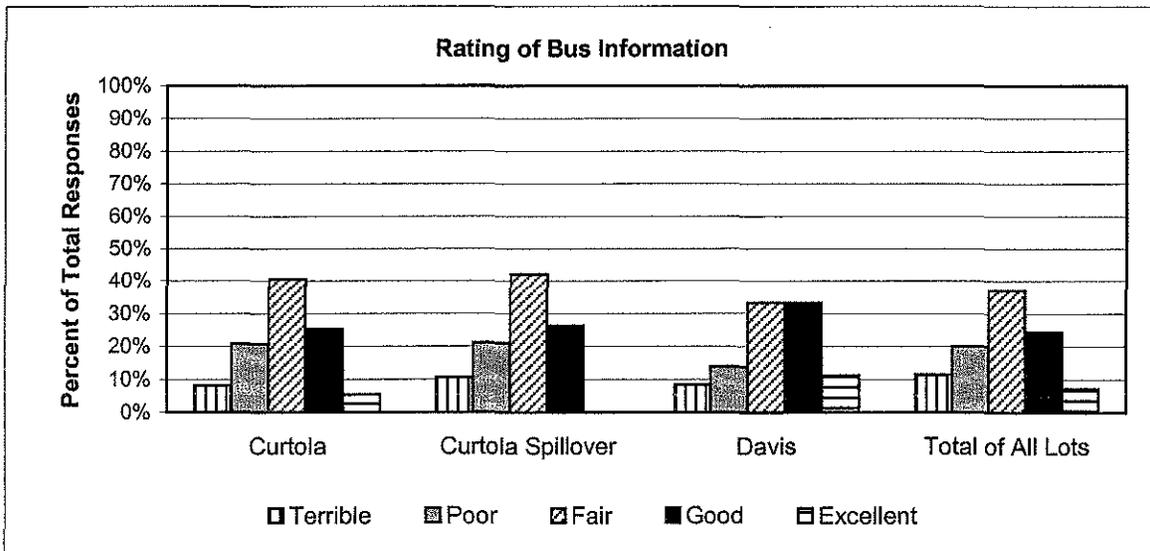
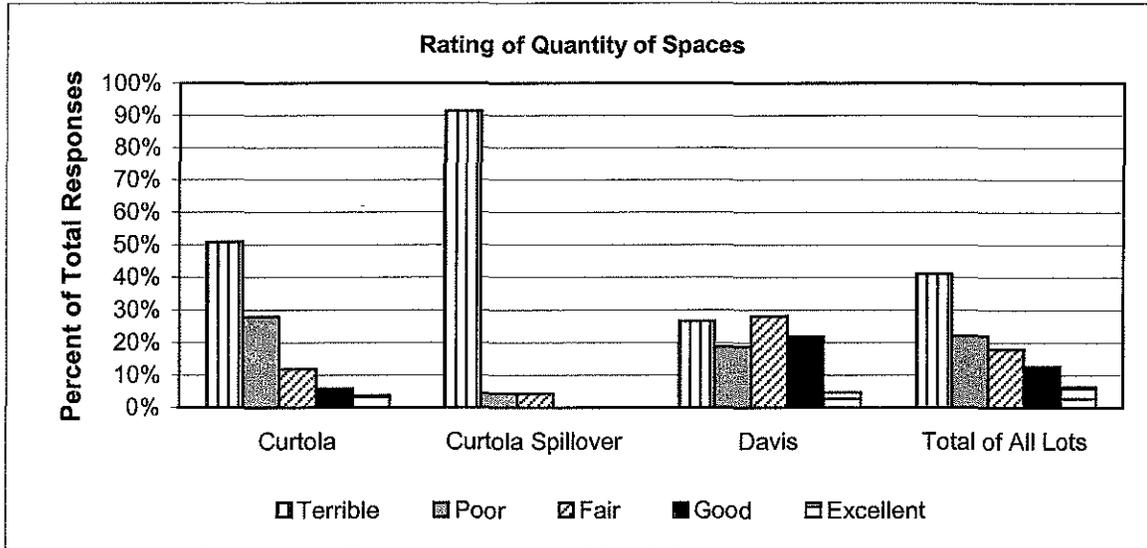
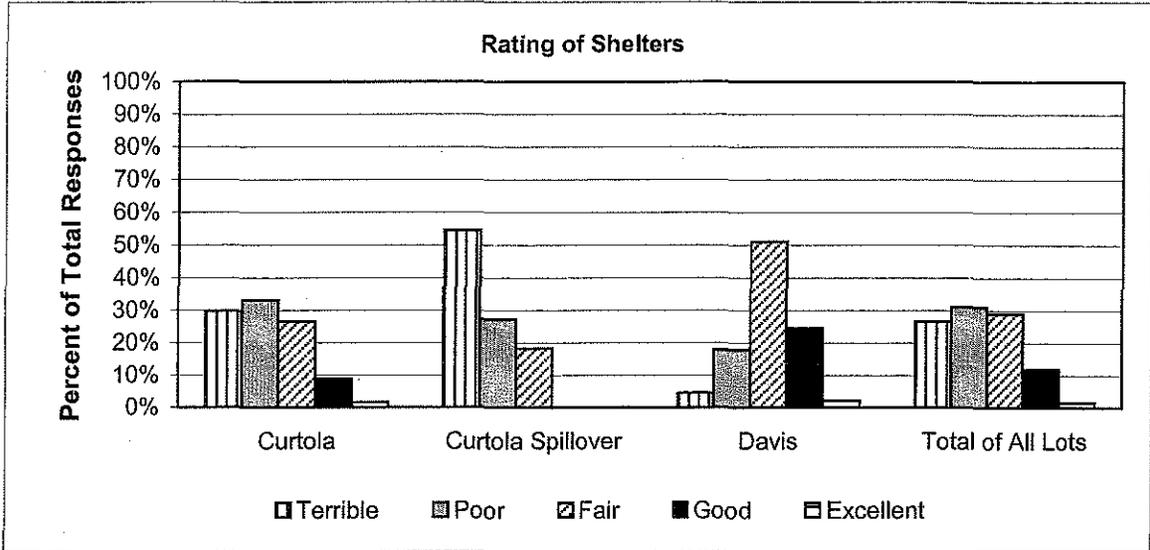
No Response	2	2	4	0	1	0	0	9
0	3	0	0	0	0	0	0	3
1	69	21	17	0	5	0	5	117
2	38	1	12	0	7	0	5	63
3	16	1	18	0	5	4	7	51
4	8	0	14	0	2	4	8	36
5	5	0	3	2	0	3	5	18

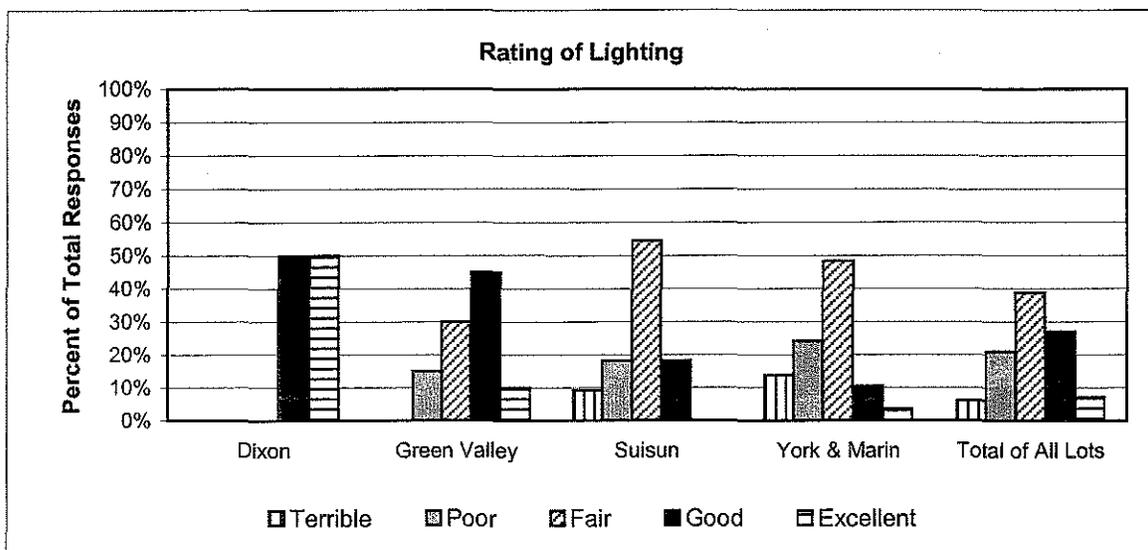
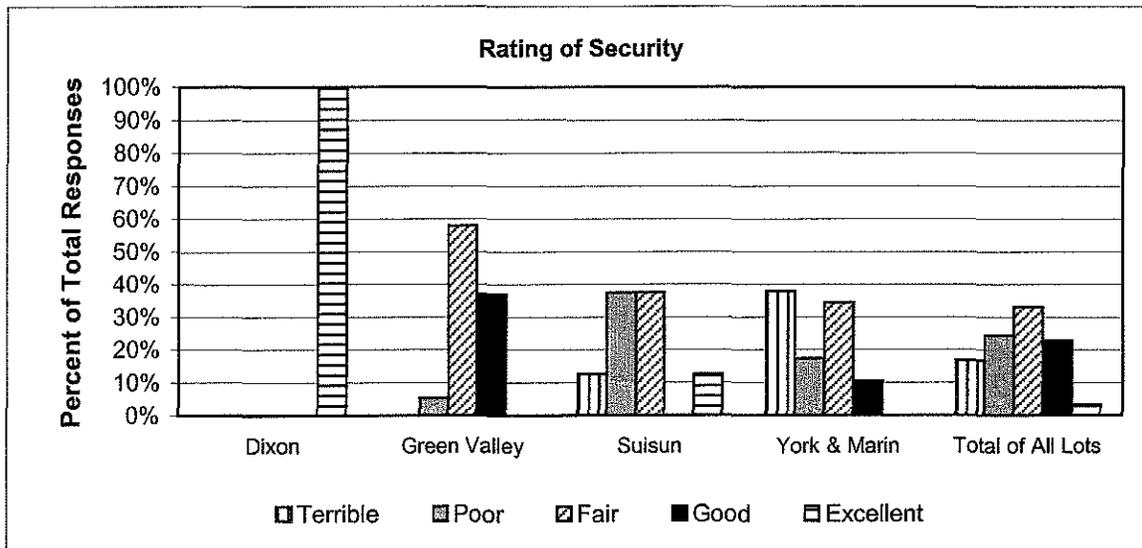
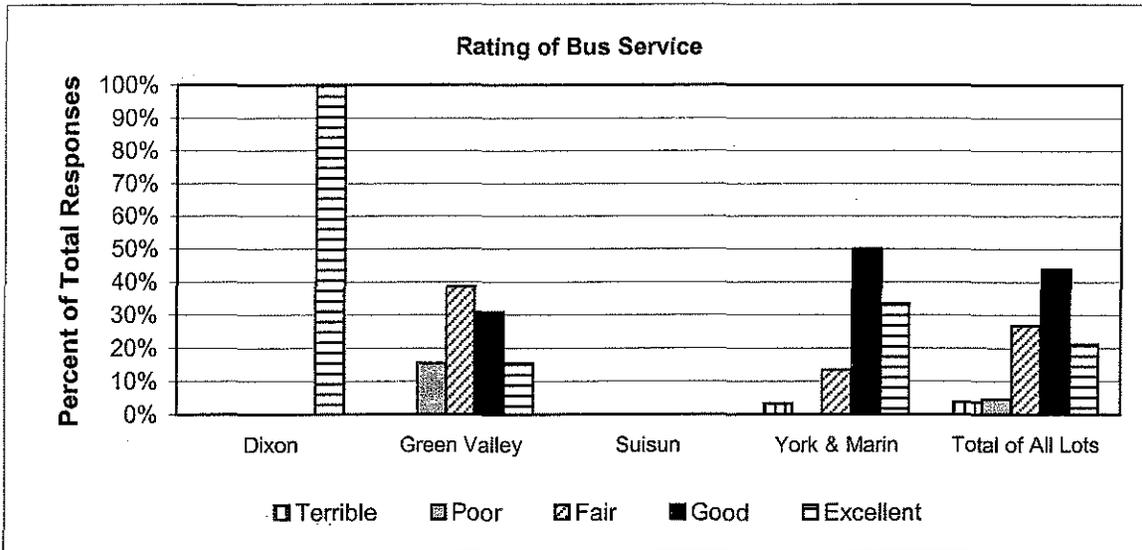
Bus Info

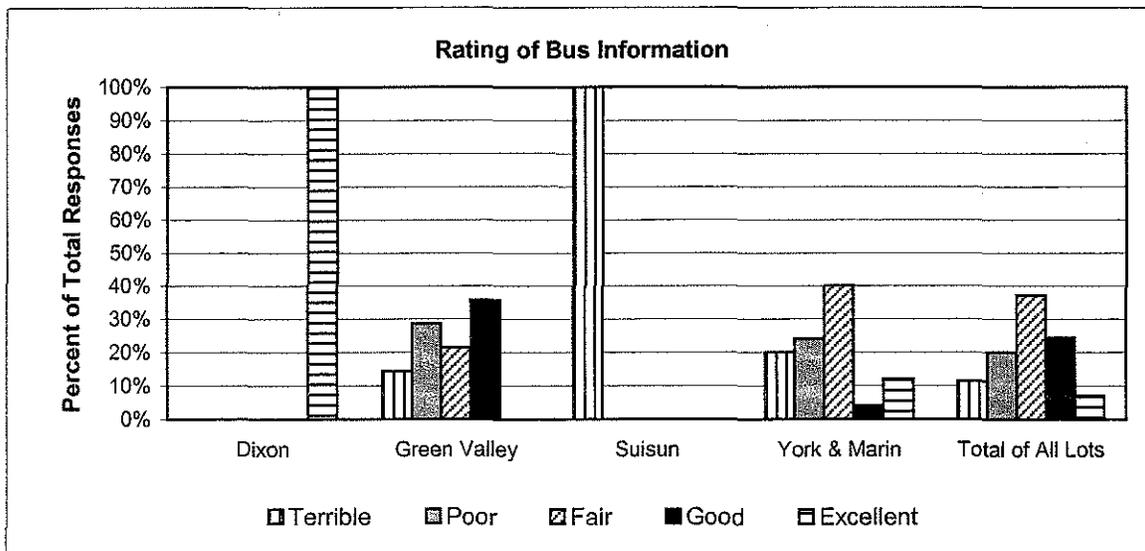
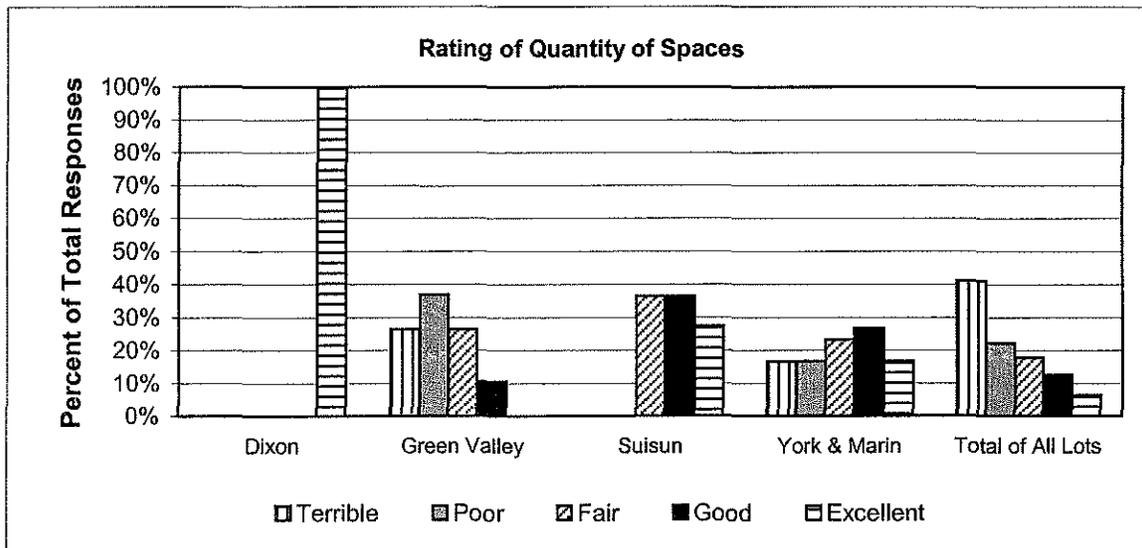
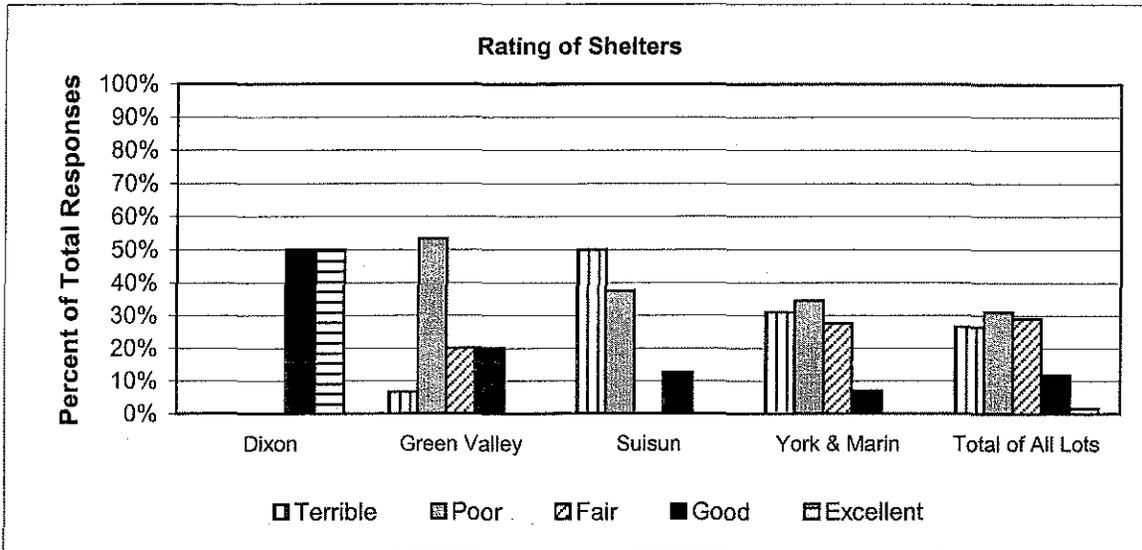
No Response	28	6	32	0	6	8	5	85
0	2	0	0	0	0	0	0	2
1	9	2	3	0	2	3	5	24
2	23	4	5	0	4	0	6	42
3	45	8	12	0	3	0	10	78
4	28	5	12	0	5	0	1	51
5	6	0	4	2	0	0	3	15

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Subsequent analysis will explore this issue. Dixon respondents (only two) rated bus service as terrible.

Few respondents rated security as excellent. Ratings seemed evenly spread for good, fair, poor and terrible. Davis Street had the highest proportion of terrible ratings along with Dixon and York/Marin lots.

Lighting was generally rated fair, except for the Curtola spillover on street parking where it was rated terrible.

Provision of shelters was generally rated terrible except at the Davis Street, Dixon and Green Valley lots which had high proportions of fair ratings.

Adequacy of parking capacity rated terrible at Curtola, spillover areas and even at Davis Street.

Most respondents rated adequacy of bus service information as fair, except for Suisun respondents.

Finding the Lot Full – Question 11

210 of the nearly three hundred respondents reported finding their lot full on occasions as shown in Table 8. Most of the respondents reporting full lots were from Curtola, but a large number used the Vacaville Davis Street lot. Most respondents parked on the street or diverted to another lot.

Respondent Age and Sex – Question 12

Respondents were about evenly balanced between men and women. Most respondents reported being in the age group 45 to 59 (15 year group) but another large group were in the 35 to 44 age category. Surprising few were in the 19 to 34 age categories.

Table 10

Summary of Lot Full by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
Yes	118	23	40		12		17	210

Lot is Full How Many Times a Week

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
1	3		3		2		6	14
2			7		5		1	13
3	3	1	11			1		16
4	9	1	7		1		1	19
5	85	20	10		1		6	122
7	9	1			1			11

What Do You Do When Lot is Full

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
No Response	21	1	30	2	6	9	13	82
Drive to destination	18		2				2	22
Go to another lot	14		7		3	1	10	35
Other	16		10		1	1	2	30
Park on street	72	24	19		10		3	128

100
25

Age Breakdown

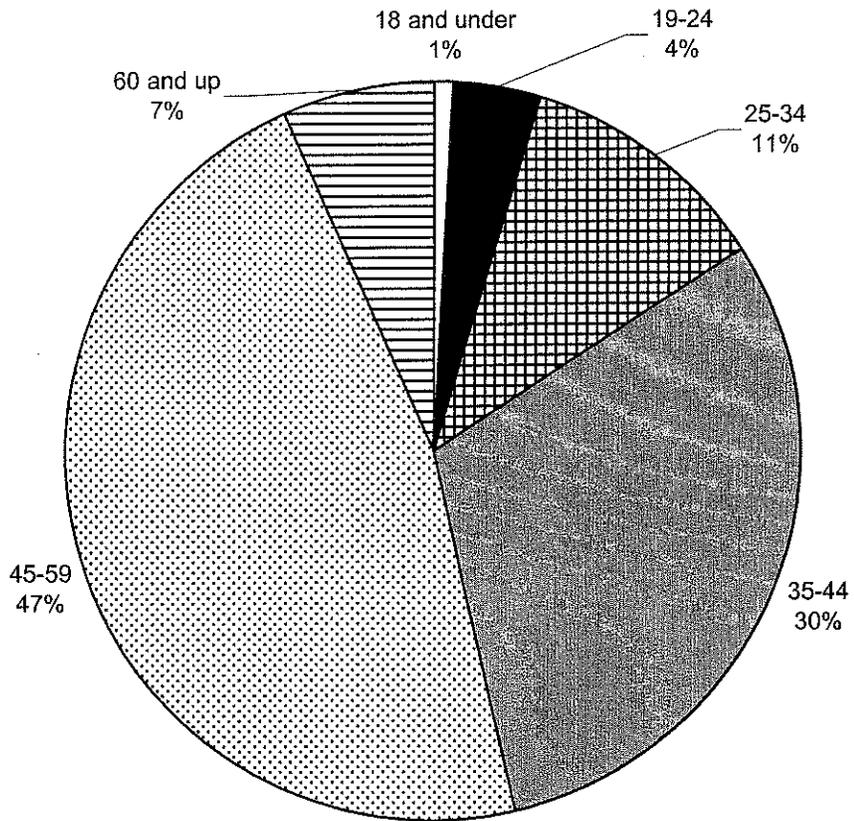


Table 11

Age by Lot

	Curtola	Curtola Spillover	Davis	Dixon	Green Valley	Suisun	York & Marin	Total
18 and under		2						2
19-24	5	1	2	0	0	1	2	11
25-34	19	4	3	0	2	0	4	32
35-44	45	8	15	0	6	4	8	86
45-59	60	8	35	2	11	3	14	133
60 and up	6	9	0	0	1	2	1	19

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DATE: December 5, 2000
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: I-80/I-680 Interchange Update

Background:

On November 15, 2000, STA and Fairfield staff met with Caltrans staff to discuss a draft Project Study Report (PSR) for the Green Valley Road Interchange. This project was previously identified by the STA staff and others to be the next logical segment for funding consideration for the I-80/I-680 Interchange. At the meeting, however, Caltrans raised some issues that will need to be addressed. First and foremost, Caltrans staff informed the group that the Caltrans Highway Operations people (not present at the meeting) believed that the Green Valley project may add to the traffic problems on I-80. Caltrans staff also requested assistance in enhancing the purpose and needs portion of the PSR. With regard to the traffic problem suggested by Highway Operations (which attracted significant criticism at the meeting), a mutual agreement was reached to schedule a meeting in mid December with Caltrans Highway Operations staff and Dianne Steinhauser, Caltrans Design Chief East, in order resolve the issue.

Staff will provide a verbal update at the STA Board meeting.

Recommendation:

Informational



DATE: December 5, 2000
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Development of STA's 2001 Project Priorities

Background:

The STA has developed an annual priority projects list since 1996. The priority projects list is developed in conjunction with the STA Board, STA TAC, SolanoLinks Consortium, STA's advisory committees (i.e., PCC and BAC), and member agencies, and serves to focus the STA staff's efforts and resources. Attached for reference is the STA's most recent priority projects list that was developed in 1999.

Discussion:

The STA has developed an initial list of proposed priority projects based on recent Board actions and the status of current project and planning efforts. It is staff's intent to forward this list to the STA Board for adoption in January 2001. This month, staff is requesting the STA TAC, Consortium, and advisory committees provide input prior to Board consideration. This item is scheduled to be agendaized for recommendation by the STA TAC in January.

Recommendation:

Review and provide input regarding STA's 2001 priority projects.

Attachments

**STA Project Development Fund
2000-01 Priority Projects - Status Report
(listed in alphabetical order)**

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martínez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003 -Carquinez Bridge Groundbreaking in March 2000. Schedule completion to conclude in late 2003.
Capitol Corridor CCJPB, STA	*	*	*	-TCI grant for obligation approved by CTC on 5/20/00. Funding agreement being developed.
Electric Vehicles and Recharging Facilities Program STA	*	*	\$0	-Funding allocated for five sites for public electric vehicle charging stations. 2 out of 5 sites completed -Construction completion scheduled to occur 2000-01.
Federal Lobbyist STA	*	*	*	-STA retained lobbyist in April 2000. Successful in obtaining approval/\$20 million in 2000/01 state budget.
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. MIS underway and consultant under contract. -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 ITIP funding for project cost increases with
Jepson Parkway - Corridor Concept Plan and Implementation STA	*	*	*	-Concept Plan and plan line completed and approved by STA Board in 4/2000. -EIS/NEPA 404 process under development. Initial meeting held 9/28/00.
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	*	*	-Funding approved by the STA Board 10/99; Scope of work scheduled for STA Board 9/13/00.
Miscellaneous Project Development **	*	*	\$0	-For assistance in completing grant applications and leveraging funds for project development. Funding carried over to 00/01.
Modeling Contract	\$35,000	*	*	
Project Monitoring Program - Consultant Assistance	\$10,000	*	*	-Consultant hired and contract started 2/1/2000. All projects due 6/30/00 completed for Benicia, Rio Vista, STA, Suisun City. All projects due 9/30/00 completed.
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 review emergency plan. Next Red Top meeting scheduled for 10/5/00.
SEDCORP Breakfast STA	*	*	*	-November 10 SEDCORP event addressing transportation issues held. Ongoing presentations provided to various community groups.
Solano Bike Route Plan - Implementation STA	*	*	*	-Plan implementation initiated in September 1999, scheduled to be completed in Spring 2001 as part of Comprehensive Transportation Plan. Solano Bikeway project groundbreaking to be held 10/6/00.
Solano Transportation Plan - Implementation STA	\$57,936	*	*	-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 & 2 TEA-21 funds; state's report of study initiated indicted 29 of 40 local projects completed as funded. 11 of 12 highway segments funded.
Park and Ride Survey - STA	*	*	*	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	\$117,936	\$0	\$0	

* No funds allotted at this time

\$117,936

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

STA's 2001 Priority Projects

Draft

1. I-80/680 Interchange
2. Comprehensive Transportation Plan
3. Jepson Parkway Project
4. I-80/680/780 Corridor Study
5. Highway 37 Project
6. Highway 12 Major Investment Study
7. Vallejo Baylink Ferry Support, Operational Funds and Intermodal Facility
8. Capitol Corridor Rail Facilities Plan and Expanded Service
9. Highway 12 (Jameson Canyon) EIS/EIR
10. Benicia and Carquinez Bridges
11. Highway 12 SHOPP projects
12. Red Top Slide SHOPP project
13. I-80/505 Weave Correction PSR
14. Highway 113 SHOPP projects
15. Project Monitoring (local projects)
16. Solano Bike Project
17. Enhanced Transit Service on I-80, I-680, and I-780
18. SolanoWorks Transit Plan
19. Solano Commuter Information Work Program
20. STA Marketing Program



DATE: December 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Comprehensive Transportation Plan

Discussion:

Needs Assessments: The needs assessments received from all STA agencies were provided to the STA Board at their meeting on November 8 and will now be submitted to our consultants, Fehr and Peers Associates, to display on a map and be incorporated into the countywide travel demand model.

Traffic Counts/Traffic Model: Fehr and Peers completed Phase I of their consulting services including additional traffic counts needed for a.m. and p.m. traffic at key locations along the Functional Road Classification System. Those counts were used to help calibrate the accuracy of the Countywide Traffic Model, particularly along I-80 and I-680. Phase 2 of their traffic consulting services will begin during the next few weeks (see Consent Agenda Item No. VI.D).

Community Input Process: With the completion of the Fairfield community input event on November 14, the STA has now made presentations to each of the Solano cities. Each of the events were very successful due to the excellent participation of the various Board, TAC and Consortium members. Robert Guerrero, Planning Assistant, has been keeping track of the number of comments made at each meeting, along with other comments received by e-mail, ads and questionnaire (see attachment). The actual, detailed comments (by mode) for each event will also be provided to each of the STA member jurisdictions for their particular input meeting.

Transportation Steering Committee: The Transportation Steering Committee recently approved the list of policy questions that they are requesting from each Subcommittee to address during the balance of the planning process (see attachment). The Steering Committee is planning to meet in the next few weeks to discuss the overall outline and content of the entire plan.

Subcommittee Meetings: The Alternative Modes Committee recently met and discussed the new countywide bicycle plan and the park and ride survey results. The next meetings for all the subcommittees will be scheduled during January or February.

Transit (rails, ferry and bus)	TBD
Arterials, Highways, Freeways	TBD
Alternative Modes	January 17, 2001, 3:30 p.m.

More details will be provided prior to each meeting.

Recommendation:

Informational

Attachment

Policy Questions to Ask Subcommittees
Solano Comprehensive Transportation Plan

Arterials, Highways and Freeways

1. What “what if” road scenarios should be tested with Countywide Traffic Model?
2. What criteria should be used for selection of new or expanded freeway, highway or arterial projects (i.e. amount of traffic counts during peak hour congestion, air quality conformity, safety, General Plans etc.)? Where should they be proposed? What are the priority projects?
3. What is the STA policy that should be used for selection and timing of High Occupancy Vehicle (HOV) lanes on highways and freeways? Where should they be located?
4. Should we evaluate the potential for toll roads or toll lanes, truck only lanes, ramp metering (for on-ramps), traffic operation systems (i.e. changeable message signs alerting motorists to alternative routes and detours during accidents or congestion) or other innovative concepts for better operational management of freeways and roads?
5. What traffic management policies should be used to help divert regional traffic out of local neighborhoods?

Final Products/Recommendations:

- Freeway, highway and arterial priorities for the Plan
- HOV Plan
- Countywide Traffic Model

Transit

Rail

1. Beyond the Capitol Corridor station criteria, what STA policies/criteria should be used for selection and funding of new rail stations (ridership, location, vehicular access, bus feeders, local commitment to support station)?
2. After the three Capitol Corridor rail stations are built at Benicia, Dixon and Fairfield/Vacaville, should an additional station(s) be considered along the corridor, particularly if commuter service is ever provided with at least 1-hour minimum headways)?
3. Should any form of light rail or commuter rail ever be considered across the Benicia and Carquinez bridges and along I-680 and I-80 corridors during the next 20 years? What about between the Vallejo Ferry Terminal, Suisun City and Napa? What if the cost of these services is less than BART services and stations (i.e. new forms of

technology such as magnetic levitation – Mag-Lev technology on monorails - or at-grade light rail)? Would an I-80 light rail service compete with the Capitol Corridor service?

Ferry

1. What STA policies should be used to develop a long-range ferry system in Solano County during the next 10 -20 years (ridership, cost effectiveness, availability of operating and capital funds)?

Intercity Bus

1. What STA policies should be used for setting priorities for new intercity bus services? What should be the long range service goals for providing express bus services along I-80 and I-680 (15 minute, 30 minute or 1 hour headways)? Currently headways range from 15 minutes along I-80 in south county to about 2-3 hours for Route 30 in north county)
2. What is the purpose of the Short Range Intercity Transit Plan (SRITP) (i.e. planning and prioritizing new routes, providing funding from new sources, cooperative arrangements between transit operators and coordinated marketing services with SCI)?
3. How can the SolanoLinks marketing program be improved and/or expanded to encourage more ridership?
4. From a transit perspective, what STA policy should be used for selection of HOV lanes on highways and freeways?
5. What ways can the STA encourage more cost effective and efficient ways of accommodating the automobile.

Final Products/Recommendations:

- Review rail study and prioritize three new rail stations along the Capitol Corridor
- Develop and prioritize any other rail service options
- Develop a future Intercity transit system network with priority projects and linkages established between transit modes.

Alternative Modes

HOV Lanes

1. What is the STA policy that should be used for selection and timing of High Occupancy Vehicle (HOV) lanes on highways and freeways? Where should they be located?

Ridesharing

1. What should be done to encourage employers to promote vanpooling/carpooling and transit ridership and among their employees (i.e. Commuter Check, transit incentives provided from clean air funds, flexible time schedules).
2. What is the STA policy and priorities to expand park and ride lots, vanpools and other ridesharing type projects? What types of new programs and incentives should be provided (i.e. Guaranteed Return Trip Program, cash incentives to encourage new vanpools and carpools, and provide new park and ride lot(s) in each city)?

Bikes

1. Should all funding for bike projects be approved only for projects on Countywide Bicycle Plan?

Smart Growth /Land Use

1. What priorities should be given to smart growth and TLC projects? Should the STA establish a TLC policy or program?
2. How could the cities promote smart growth land use practices in downtowns and around transit hubs? (i.e. tax incentives and density bonuses to promote more residential development, special bonus points for TLC and enhancement -funded "Smart Growth" proposals.
3. Should transportation, open space and housing (for example) be linked in future corridor or countywide transportation policies? Should the STA help to facilitate funding or participate in cooperative arrangements for open space acquisition, wetland preservation, and endangered species mitigation along designated transportation corridors like the Jepson and I-80/I-680 corridors?

Final Products/Recommendations:

- HOV Plan
- Priorities on countywide bicycle routes.
- Policy on smart growth, TLC and land use.
- Priorities for park and ride lots and SCI programs.
- Alternative Fuels Infrastructure strategy

Public Comment Summary From the Solano Comprehensive Plan Community Input Events 12/15/00

Benicia

Main topic of discussion: Transit			
Category	Issue	Comments	Comments by Mode
Transit	Sunday Service	1	22
	Bus Service	10	
	Welfare to Work	1	
	Train Issues	8	
	Paratransit	1	
	Dial-a-Ride	1	
Alternative Modes	More accessible transit	1	6
	Sidewalks	4	
	Landscape	1	
	Bicycle Issues	1	
Roads	I-780	1	6
	Green Valley Rd	1	
	I-80/I-680 Interchange	2	
	Hwy 4	1	
	I-680	1	
	Safety on Local Roads	1	
Planning Issues	Land Use and Quality of Life Issues	6	6
		Grand Total	40

Dixon

Main topic of discussion: Transit			
Category	Issue	Comments	Comments by Mode
Transit	Rail Issues	10	11
	Ready-Ride Expansion	1	
Alternative Modes	HOV Lanes on I-80	1	1
Roads	Hwy 113	5	8
	Reroute truck traffic	1	
	Hwy 12	1	
	I-80 at Vacaville	1	
		Grand Total	20

Fairfield

Main topic of discussion: Roads			
Category	Issue	Comments	Comments by Mode
Transit	Ferry Issues	2	10
	Rail Issues (including BART)	1	
	Paratransit	4	
	Marketing	1	
	Local Bus Issues	2	
Alternative Modes	Bus lanes	2	6
	Bike Issues	3	
	Need more innovative choices for travel	1	
Roads	Cordelia Rd	7	12
	Jepson Parkway	1	
	I-80/I-880 Interchange	2	
	Suisun Valley Rd	2	
Planning Issues	Land Use and Quality of Life Issues	4	4
		Grand Total	32

Rio Vista

Main topic of discussion: Roads			
Category	Issue	Comments	Comments by Mode
Transit	Need more buses to Fairfield	1	1
Alternative Modes	Pedestrian Crossing on Hwy 12	1	1
Roads	Hwy 12	14	28
	Hillside Terrace	1	
	McCormack Road	1	
	Rio Vista Bridge	2	
	Caltrans	3	
	Trucks and Safety	4	
	City Bypass	1	
	Signs and Lights	2	
Planning Issues	Land Use and Quality of Life Issues	1	2
	Development Concerns	1	
		Grand Total	32

Suisun

Main topic of discussion: Roads			
Category	Issue	Comments	Comments by Mode
Transit	Rail Issues (including BART)	5	10
	Bus Services	4	
	Transit Funding	1	
Alternative Modes	Carpooling	1	3
	Sidewalks/Bikepath	1	
	Transit Centers	1	
Roads	Hwy 12	5	16
	Cordelia Rd	3	
	Road Funding	3	
	Solano Bypass	1	
	I-80/I-680	1	
Planning Issues	Land Use and Quality of Life Issues	1	3
	Air Quality Program	1	
	Funding Issues	1	
		Grand Total	32

Vacaville

Main topic of discussion: Transit			
Category	Issue	Comments	Comments by Mode
Transit	Senior and Children Services	1	17
	Arrival and Departure Times	2	
	Express Bus	2	
	Local Bus	4	
	Transit Funding	2	
	Dial-a-Ride	1	
	Paratransit	1	
Alternative Modes	Rail	4	3
	Bicycle Issues	2	
Roads	Electric Vehicles	1	10
	I-80	1	
	I-80/I-680	1	
	Signage	2	
	Maintenance of Freeways	1	
	Safety Enforcement	1	
	Peabody Rd	1	
	Funding for Freeways	2	
		Grand Total	30

Vallejo

Main topic of discussion: Transit			
Category	Issue	Comments	Comments by Mode
Transit	Ferry Service	11	23
	Rail Issues (including BART)	1	
	Express Bus	7	
	Local Bus	2	
	Transit Hub	1	
	Veterans Access to Clinics	1	
	Roads	Wilson Ave Improvements	
Planning Issues	Land Use and Quality of Life Issues	1	1
		Grand Total	26

Solano Comprehensive Transportation Plan Written Community Input Participation 12/5/00

Date of Community Input	City	Workshop Comment Cards	Local Newspaper Input	Letters	Total
9/20/00	Vacaville	12	4	3	19
10/18/00	Vallejo	11	5		16
10/19/00	Dixon	6	5		11
10/24/00	Suisun	8	2	2	12
10/25/00	Rio Vista	12			12
11/1/00	Benicia	9		2	11
11/14/00	Fairfield	11	3	1	15
					95

Brochures Received				
Mailed in	Personally submitted (input meetings, community events, etc.)	E-mails	Community Total(workshop cards, newspaper, and letters)	Total Number of Participation
224	11	22	95	352

150



DATE: December 5, 2000
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: I-80/680/780 Corridor Study

History:

As part of the 2000-01 State Budget, \$1 million was approved for an I-80/I-680/I-780 Corridor study. On November 8, the STA authorized the release of a Request for Proposals.

Discussion:

This corridor study will include the entire I-80 Corridor within Solano County from the Carquinez Bridge to Yolo County, I-680 from the Benicia-Martinez Bridge to I-80, and all of I-780 between Vallejo and Benicia. The study is intended to serve as a Major Investment Study and a Project Study Report equivalent.

On November 29, with input from members of the TAC, staff released the RFP.

A preliminary schedule has also been prepared and it is expected that the study will begin in January 2001 and take about 18 months to complete, with the initial phase completed by the fall of 2001 (i.e. I-80/I-680 interchange segment). It is proposed that a steering committee of the STA Board be formed in January 2001 to meet with the consultants on a periodic basis. Major findings and recommendations will be presented periodically to the STA Board and TAC.

A selection committee is proposed to interview the top 3-5 consultants on Friday, January 5 beginning at 9:00 a.m. Mark Akaba, City of Vallejo and Ron Hurlbut, City of Fairfield were appointed by the STA TAC to serve on a consultant selection committee.

Recommendation:

Informational

Attachment



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

November 28, 2000

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

To: Transportation Consultants

Re: Request for Proposals for the I-80/680/780 Corridor Study

The Solano Transportation Authority (STA) invites your firm to submit a proposal for transportation planning services to prepare the I-80/680/780 Corridor Study. This study will include the entire I-80, I-680 and I-780 interstate freeway network in Solano County.

Some of the major tasks of this study include the following:

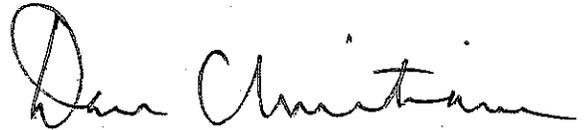
- Identify the existing conditions of the entire corridor and evaluate specific problem areas for each of the seven study segments (see attachment). Fully describe corridor and subcorridor characteristics.
- Identify auto, truck, bicycle and water, transit and shuttle travel improvements.
- Develop short and long term traffic projections based on the Solano Countywide Traffic Model, Caltrans traffic data and other available information.
- Prepare a preliminary design, phasing plan, cost estimate and Project Study Report Equivalent for the I-80/I-680 Interchange.
- Prepare analyses to prioritize improvements to existing routes, interchange modifications, HOV lanes, multi-modal elements, auxiliary lanes and parallel routes.
- Analyze the highway operations and safety conditions.
- Prepare an environmental constraints report including a discussion of adjacent planned land uses and an air quality conformity analysis.
- Identify various state and interregional issues.
- Prepare a prioritized strategic plan for the proposed short and long term improvements needed for each segment of the corridor.
- Develop a funding and programming plan with cost estimates and funding sources identified for each of the individual projects in each of the seven study segments.
- Obtain GIS-compatible aerial photos and parcel maps from the Solano County Department of Environmental Management and prepare and submit all major data, plans, designs and proposals on both hard copy and CD-Rom in a high level Geographic Information Program format such as Intergraph, Transcad or ArcInfo.

The consultant is expected to work closely with both a STA Project Steering Committee and a subcommittee of the STA Technical Advisory Committee to develop all the necessary information, data, graphics, cost estimates, strategies, and proposals for the Corridor Study. The STA will provide all printing costs for the technical reports, draft

and final Corridor Study. A more detailed preliminary scope of work is attached. The maximum consultant budget is \$900,000. The STA also plans to retain a Project Manager Consultant (to be funded separately from the \$900,000 corridor study budget) to provide overall coordination of the consultants, steering committee and TAC subcommittee.

This letter and its attachments comprise the scope and desired qualifications for this project. Eight copies of the proposals shall be submitted to the STA offices located at 333 Sunset Avenue, Suite 200, Suisun City, CA 94585 no later than 5:00 p.m., Friday, December 22, 2000. Consultant interviews are tentatively scheduled for Friday, January 5, 2001, beginning at 9:00 a.m. in the STA Conference Room. If you have any questions please call me at (707) 438-0654.

Sincerely,

A handwritten signature in cursive script that reads "Dan Christians".

Dan Christians
Deputy Director for Planning

Attachment

Preliminary Schedule for I-80/I-680/I-780 Corridor Study

STA Board authorizes Release of RFP	November 8, 2000
Proposals received by STA	December 22, 2000
Consultants interviewed	January 5, 2001
STA Board selects consultant and authorizes contract	January 10, 2001
Existing conditions report completed	May 2001
Segment 1 (I-80-/I-680 interchange) PSR Equivalent analysis completed	Aug.-Sept. 2001
Segments 2-7 segment analyses completed	November 2001- February 2002
Draft Plan completed	March 2002
Public Hearings held	April-May 2002
Final plan completed	June 2002

I-80/I-680/I-780 Corridor Study Proposed Seven Study Segments

- Segment 1 - I-80/I-680 Interchange/ SR 12 west to SR 12 east
- Segment 2 - I-80, Carquinez Bridge to Highway 37/Napa County Line
- Segment 3 - I-780, I-80 to Benicia-Martinez Bridge
- Segment 4 - I-680, Benicia-Martinez Bridge to I-80
- Segment 5 - I-80, SR 37 to North Texas Interchange
- Segment 6 - I-80, North Texas Interchange to Leisure Town Road
- Segment 7 - I-80, Leisure Town Road to Yolo County Line

I-80/I-680/I-780 Corridor Study

Request for Proposals

Purpose:

The main goals of the study is to identify the short and long term problems and improvements needed for the I-80/680/780 corridor throughout Solano County. See the attached draft Scope of Work for more details.

Tasks/ Schedule:

The overall plan preparation is expected to take about 18 months and the Plan should be fully completed by June 2002. Some early elements of the Plan will be needed earlier, particularly a Project Study Report Equivalent including plans, proposals, cost estimates and phases for the I-80/I-680 interchange segment will need to be completed by September 2001.

Major Qualifications/Work Products:

This contract will require the consultant to:

- Identify the existing conditions of the entire corridor and evaluate specific problem areas for each of the seven study segments (see attachment). Fully describe corridor and subcorridor characteristics.
- Identify auto, truck, bicycle and water, transit and shuttle travel improvements.
- Develop short and long term traffic projections based on the Solano Countywide Traffic Model, Caltrans traffic data and other available information.
- Prepare a preliminary design, phasing plan, cost estimate and Project Study Report Equivalent for the I-80/I-680 Interchange.
- Prepare analyses to prioritize improvements to existing routes, interchange modifications, HOV lanes, multi-modal elements, auxiliary lanes and parallel routes.
- Analyze the highway operations and safety conditions.
- Prepare an environmental constraints report including a discussion of adjacent planned land uses and an air quality conformity analysis.
- Identify various state and interregional issues.
- Prepare a prioritized strategic plan for the proposed short and long term improvements needed for the corridor.
- Develop a funding and programming plan with cost estimates and funding sources identified for each of the individual projects in each of the seven study segments.

Meetings:

- Attend at least 16-20 meetings of the STA I-80/680/780 Corridor Steering Committee or meetings or subcommittees of the Solano Technical Advisory Committee.
- Make presentations to above committees when requested by STA staff.
- Attend and make presentations at a minimum of five (5) community input meetings or STA Board.

Schedule:

Submit a detailed schedule consistent with the attached preliminary schedule.

Provide Input on the 2002 Regional Transportation Plan:

Assist the STA staff provide documentation and input as requested by STA in nominating projects from this corridor study for inclusion in the 2002 Regional Transportation Plan.

Sources of Funding:

Funding for this study will be primarily from the 2000-01 Transportation Congestion Relief Program.

Contract:

The consultant will be required to enter into a professional service contract with the STA. In addition to all other contract provisions, special federal provisions in the contract will include but not be limited to:

- DBE provisions
- Liability insurance per STA requirements (attachment)
- Other requirements for federally funded projects

Desired Qualifications:

- Demonstrated expertise in development of short and long range transportation plans, corridor studies and traffic analyses.
- Ability to conduct and analyze existing and projected traffic forecasts
- Knowledge and understanding and requirements of the federal TEA-21, State Transportation Improvement Program (STIP), SHOPP and regional funding programs and guidelines.
- Knowledge and understanding of MTC's Regional Transportation Plan
- Knowledge and understanding of multimodal transportation projects.
- Ability to prepare cost analyses for highway projects.
- Ability to present and communicate information to appropriate review committees.
- Demonstrate experience in preparing and obtaining approvals of Project Study Reports (PSR's) from Caltrans.

Project Budget:

Compensation for the project will be reimbursed on an itemized, time and material basis for a total budget not to exceed \$900,000.

Proposal Requirements:

Please submit the following information as a minimum:

- A detailed Scope of Work and project approach.
- A description of your firm and its areas of expertise.
- The lead contact staff person and back-up staff persons for the proposed services and their areas of expertise.
- Resumes of the principals of the firm, including the lead contact person.
- Description of how your firm, and specifically the lead contact person, meets the desired qualifications for the services.
- Description of related work that the firm and lead contact person have performed in the last two years.

- A list of clients your firm is currently serving in the area of local, regional, county and transit planning.
- Your firm's availability to perform the desired services.
- An itemized budget based on time and materials including a person hour estimate for each task.
- References from comparable agencies by which you are currently engaged or for which you have provided similar services in the past two years.

Submittal and "Not to Exceed" Fee:

Please submit eight (8) copies of your written proposal defining your qualifications and proposal for this project in the areas outlined above, along with your background material that will assist the STA in evaluating your particular expertise. Submittals are to be addressed and delivered to:

Dan Christians
Deputy Director for Planning
Solano Transportation Authority
333 Sunset Avenue
Suisun City, CA 94585

In a sealed envelop, provide one copy of your "not to exceed" fee for the services you propose to provide for the project (including those services to be provided by all sub-consultants). The fee shall include estimated person-hours expended and hourly rates for each individual who will be included in the "Project Team." The "not to exceed" fee shall include all costs, both direct and indirect, including any reimbursable expenses. Billings shall be based on time and materials, with payments to be made on a monthly basis.

Written submittals and "not to exceed" fee proposals must be received by 5:00 p.m. Friday December 22, 2000. The written proposals will be evaluated and a list of finalists will be selected to participate in an oral interview process.

Consultant Selection:

Based upon the proposals received, STA may invite selected firms to an oral interview panel tentatively scheduled for January 5, 2001 beginning at 9:00 a.m. in the STA Conference Room, 333 Sunset Avenue, Suite 200, Suisun City, CA 94585. All lead consultant staff should be present at this interview. Costs for travel expenses and proposal preparation shall be borne by the consultants.

The consultants will be evaluated based upon the following criteria (not necessarily in priority order):

- Ability to meet professional qualifications
- Success with other similar assignments
- Availability to perform the work

Cost, although a significant factor, may not be the dominant factor. Cost is particularly important when all other evaluation criteria are relatively equal.

The final staff recommendation of a consultant is expected to be submitted to the STA Board for approval at the January 10, 2001 meeting. STA reserves the right to reject any and/or all proposals submitted either before or after the oral interview process. Rejection of all proposals submitted shall not prevent STA from soliciting additional proposals for its project. For further information please contact Dan Christians at (707) 438-0654.

Attachment

Task

Purpose and Need Statement Element

Basic Goals:

- Improve Transportation network and Goods Movement
- Preserve and protect environment
- Identify project partners and funding sources
- Identify set of strategies for system improvements
- Identify Truck, Bicycle and Water, Transit and Shuttle travel improvements
- Corridor Characteristics
- Sub-Corridor Characteristics
- Profile Sub-Corridor Hot Spots
- Interregional and Intermodal Issues
- Multi-Modal Issues

Responsibility

Planning /Route Project Manager
STA Steering Com./Consultant

Alternative Definition/Selection Process Element

Following principles to be determined

- Operation strategies to be considered
- Demand management strategies to be explored
- A "No-Build" alternative is required
- Identification of goods movement issues
- Consideration of alternative mode improvements
- Improve existing routes
- Interchange modifications

Responsibility

Planning /Route Project Manager
Traffic/Operation / System Planning
Project Development / PSR Unit
Trucking Assoc. / Bicycle Com.

GIS / Mapping / Graphics Element

- Aerial Photos
- Charts
- Maps

Responsibility

Planning-Travel Forecasting Branch
AMBAG / STA Steering Com.

Proactive Public Involvement Process Element

General goals:

- Timely public notices
- Broad public outreach-Press releases, Local papers/ TV
- Complete information
- Responsive
- Proactive
- Early and continuing

Responsibility

Planning/Consultant
STA Steering Com.
Route Project Manager
Public Affairs

Evaluation Methodology Element

- Should be defined early in the collaborative process
- Develop all data to address purpose, need and support a decision
- Include measures of
 - Effectiveness

Responsibility

Planning/Consultant
STA Steering Com.
Route Project Manager

I-80 680 780 Corridor Study Draft Scope of Work

<u>Task</u>	<u>Responsibility</u>
Preliminary Engineering Element	
Right of way requirements	Route Project Manager / Project Development
Constraints	Traffic /Highway Operations
-Environmental	
-Social/Community	
-Financial	
Geometric design alternatives	

<u>Task</u>	<u>Responsibility</u>
Traffic Operations / Traffic Management Element	
Access control considerations on existing facility	Route Project Manager / Project Development
Auxiliary and HOV Lanes in both directions	Traffic /Highway Operations
Add Auxiliary to Travis Blvd.	
Truck Climbing Lanes	
Intelligent Transportation System (ITS) Feasibility	Traffic /Highway Operations
Traffic Operations Strategies Plan (TOPS)	
Signal Plan for I-80/680 local arterial streets	
Sign Plan for I-80, and to include Changeable Message Signs	Maintenance/Project Development
Pavement Management System Plan	
Potential Interim and Long term Operational Improvements	Traffic /Highway Operations
Travel Safety Improvements	
Future Level of Service	
Carquinez Bridge Operations: Temporary and Long Term	
Benicia-Martinez Bridge Operations:Temporary and Long Term	
I-780 to Benicia-Martinez Bridge Operation Improvements	
I-80/680/SR12 Interchange Improvements	
Ultimate Improvement for I-80/680 I/C Operations	
Green Valley Rd./Suisun Valley Road to I-80/680 (adjacent Interchange)	
Ramp Metering	
I-505 Weave Improvements (in PSR Stage)	
I-80 Reliever Route (Jepson Parkway)	
SR 113 Improvements	
Restoration to Mc Gary Rd. to Red Top to American Canyon	
Alignment and Facility Type Issues	

<u>Task</u>	<u>Responsibility</u>
Evaluation Element	
Analysis of alternative strategies	Planning /Route Project Manager
-System continuity	STA Steering Com./Consultant
-Traffic operations issues	Traffic /Highway Operations
-Impacts on local/regional transportation facilities	
-Impacts on local/regional public transportation	
-Environmental issues	
-Recommended strategies	

<u>Task</u>	<u>Responsibility</u>
Study Implementation	
Draft and Final I-80, and 680/780 Corridor Study	Planning /Route Project Manager
PSR Equivalent	STA Steering Com./Consultant
Remaining issues	
Next steps	

Environmental Analysis Element

Basic goals:

Determine appropriate type of environmental analysis

Negative Declaration/ or Finding of No Significant Impacts

Early consideration of environmental factors

Identification and documentation of known critical issues

Documentation of relative magnitude of their impacts

Environmental issues:

- Air quality
- Water quality
- Hydrology
- Noise
- Aesthetics and visual impacts
- Archaeology and historic properties
- Cultural resources
- Biology
- Wetlands
- Endangered species (Section 7)
- Agricultural resources
- Parks and open space (Section 4 (F), 106)
- Hazardous materials
- Social/Community impacts
- Mitigation issues
- Cumulative and secondary impacts
- Flood Plain issues
- Drainage issues
- Levees issues
- Environmental Justice issues
- Habitat Restoration- (Frogs)

Responsibility

Environmental Planning
Fish and Game/Consultant

Traffic Analysis Element

Origin/Destination Study

Determine traffic counts locations-External Metropolitan Areas

Operational analysis of existing traffic conditions

- Average Daily Traffic (ADT)
- Peak hour volumes/Projected 2025 Traffic Volumes for I-80/680/SR-12
- Volume and percentage of Truck Trips weekday/end Peak periods
- Level of Service (LOS), Volume/Capacity (V/C) Ratios, Delay
- Accident rates
- Modal split

Route Corridor Concept

Future Capitol Corridor Train Stations-Benicia, Dixon, Fairfield/Vacaille

Grade Separation Issues

Truck Scale Issues and Operations

Truck, Railway and Freight Issues

Socio-economic projections

- Housing Units, Population, Employment Projections

Responsibility

Planning-Travel Forecasting Branch
Route Project Manger / Highway Operations
Consultant
System Planning

System Planning

ABAG

Evaluation Methodology Element-cont.

- Cost-effectiveness
- Cost/benefit
- Financial feasibility
- Environmental considerations
- Equity
- Social/community impacts
- Environmental Justice/Community impacts

Financial Analysis and Planning Element

- Possible funding strategies
- Fiscal constraints
- Regional Transportation Plan Track 1/2
- STIP, SHOPP, Minor A/B, Traffic Safety Grant
- Interregional Transportation Plan-ITIP
- Solano County Comprehensive Transportation Plan
- Traffic Congestion Relief Plan-TCRP
- Project Study Report/Project Report equivalent-Corridor Study

Responsibility

Planning / Route Project Manager
MTC/STA/Steering Com.

Task

Cost Analysis Element

- Cost of right of way
- Cost of mitigation measures
- Cost of construction
- Review % of Local Traffic cost's per Local jurisdiction (Traffic Impact Fees)

Responsibility

Planning / Route Project Manager
Programming/Consultant
Right of Way

Land Use Element

- Planned and proposed developments
- Local and General Plan considerations
- Zoning and open space
- Air Quality Issues:Attainment vs. Non-Attainment
- Two different Air Quality Districts-SACOG/MTC
- Review % of Local Traffic cost's per Local jurisdiction (Traffic Impact Fees)
- Impacts of Commercial Developments
- Rural and Agriculture Land Issues
- Rest Area Improvements

Responsibility

Planning / Steering Com.
Consultant

INSURANCE REQUIREMENTS FOR STA CONSULTANTS

Consultant shall procure and maintain for the duration of the contract, insurance against claims for injuries to person or damages to property which may arise from or in connection with the performance of work hereunder by the Consultant, its agents, representatives, employees or subcontractors.

A. Minimum Scope of Insurance:

Coverage shall be at least as broad as:

- 1.) Insurance Services Office Commercial General Liability coverage ("occurrence" form CG 0001).
- 2.) Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).
- 3.) Workers' Compensation insurance as required by the State of California and Employer's Liability insurance.

B. Minimum Limits of Insurance:

Consultant shall maintain limits no less than:

- 1.) General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this location or the general aggregate limit shall be twice the required occurrence limit.
- 2.) Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
- 3.) Employer's Liability: \$1,000,000 per accident for bodily injury or disease.
- 4.) Errors and Omissions: \$1,000,000 per occurrence.

C. Deductibles and Self-Insurance Retentions:

Any deductibles or self-insured retention must be declared to and approved by the STA. At the option of STA, either: the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the STA, its officers, officials, employees and volunteers; or the Consultant shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Other Insurance Provisions:

The general liability policies are to contain, or be endorsed to contain, the following provisions:

- 1.) The STA, its officers, officials, employees and volunteers are to be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Consultant, and with respect to liability arising out of work or operations by or on behalf of the Consultant including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance or as a separate owner's policy.
- 2.) For any claims related to this project, the Consultant's insurance coverage shall be primary insurance as respects the STA, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the STA, its officers, officials, employees and volunteers shall be excess of the Consultant's insurance and shall not contribute with it.
- 3.) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the STA.

E. Acceptability of Insurers:

Insurance is to be placed with State of California admitted insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the STA.

F. Verification of Coverage:

Consultant shall furnish the STA with original certificate and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by the STA or on other than STA's forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements are required to be received and approved by the STA before work commences. The STA reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications at any time.

All insurance documents are to be sent to:

Dan Christians
Deputy Director for Planning
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

G. Subcontractors

Consultant shall include all subcontractors as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all requirements stated above.



DATE: December 5, 2000
TO: STA Board
FROM: Jennifer Tongson, Projects Intern
RE: Project Monitoring Program/Solano Highway
Projects

Discussion:

For the past several months, STA staff has been working with John Garlock of Quincy Engineering in developing a new project monitoring program. Copies of the updated project tracking system were distributed at the STA TAC meeting in October for review. An informational table of important deadlines and other pertinent project information for federal and state funds was also included in the distribution.

Comments and questions were addressed at the last TAC meeting. John Garlock was also in attendance to discuss the new project-monitoring program. The STA plans to have the system updated electronically on a quarterly basis beginning January 2001 via email.

In addition, attached is an updated listing of Highway Projects for Solano County.

Recommendation:

Informational

Attachment

SOLANO HIGHWAY PROJECTS

Status Report, November 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 implementing bond strategy to cover additional project costs	Summer 99	2004
2 Carquinez Replacement Bridge	\$340 M (construction only)	100%	Bridge Tolls	Under Construction; project on schedule.	Mar-00	2003
3 Highway 37 (Phase I) Highway 37 (Phase II) Highway 37 (Phase III)	\$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
	\$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
	\$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. \$13 M in Governor's budget for interchange (flexible); I-80 corridor study process in place; \$11 M in ITIP approved to ensure completion of auxiliary lanes; \$6 million in STIP reserve.	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 and in progress.	Jul-00	Jun-01
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 and environmental. This project to be assigned to new Caltrans design chief.	TBD	TBD
9 Red Top Slide (I-80)	TBD	TBD	Caltrans	SHOPP funded state-of-the-art shaft project in procurement process. Construction to begin after rainy season 2002.	2002	TBD

* Plans, Specifications, and Estimates

** Project Study Report

*** Major Investment Study

100



DATE: December 5, 2000
TO: STA Board
FROM: Elizabeth Richards, Program Manager
RE: Welfare to Work Transit Study

Background:

As reported in November, the Metropolitan Transportation Commission (MTC) coordinated a kick-off meeting for the SolanoWorks Transit Study that was held on October 17th. Attending with MTC were their Welfare to Work consultants (Nelson/Nygaard), Solano Transportation Authority (STA), Solano Commuter Information (SCI), and County Health and Social Services (HSS) SolanoWorks Transportation Coordinator.

The purpose of this meeting was to start the planning process to complete a study evaluating the transit needs of SolanoWorks clients. The planning process and resulting Transit Study are necessary as eligibility criteria for various potential funding sources. Nelson/Nygaard will facilitate the process with STA and SCI providing coordinating support.

Discussion:

The key project tasks and schedule are:

- | | |
|--|---------------|
| 1. Establish Advisory Committee | December 2000 |
| 2. Document Needs and Resources | January 2001 |
| 3. Transportation Gaps Analysis | February 2001 |
| 4. Establish Priorities | March 2001 |
| 5. Develop Strategies for Filling Gaps | May 2001 |
| 6. Draft Welfare Mobility Plan | June 2001 |
| 7. Final Welfare Mobility Plan | July 2001 |

The first Advisory Committee meeting has been scheduled for Friday, December 8 from 2-4pm. The meeting notice was sent out the week of November 13 to nearly 100 potential committee members. All Solano transit operators have been invited to be part of the Advisory Committee. Besides transit operators, other invitees will be from HSS, community-based organizations, job trainers, housing professionals, educators, business leaders as well as the STA's Board and the Board of Supervisors. The Advisory Committee is expected to meet about 4 times over the course of the study. An update of how the December 8 meeting went will be provided at the Board meeting.

Recommendation:

Information only.



DATE: December 13, 2000
 TO: STA Board
 FROM: Robert Guerrero, Planning Assistants
 RE: Funding Opportunities (For Information Only)

The following funding opportunities will be available to STA members during the next few months. Also attached are fact sheets for each program.

Fund Source	Application Available From	Applications Due
Transportation for Livable Communities Program (Capital)	Karen Frick MTC 510-464-7704	Applications will be available in late December. Applications Due: February 2001
Bay Trail Program	Janet McBride ABAG, Bay Trail Coordinator 510-464-7935	Call for projects will begin in January 2001. Applications Due: February 2001
FY 2000-01 Solano TFCA Program Manager Funds	Dan Christains STA (707) 422-6491	February 15, 2001
Safe Route to Schools, Second Cycle	Rich Monroe Local Assistance Engineer District 4 (510) 286-5226	March 1, 2001
Section 5310 Bus Purchase Program	Alix Bockelman MTC 510-464-7850	Letters of interest are currently being accepted. Applications Due: March 9, 2001



FUNDING OPPORTUNITY:

Transportation for Livable Communities Program (Capital)

*Applications Will Be Available in Late December
Applications Due: February 2001*

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Transportation for Livable Communities (TLC) program funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local jurisdictions, transportation agencies, and non-profit organizations from the Bay Area.

Program Description: The Transportation for Livable Communities (TLC) program has planning grants available to work with local areas to develop and plan community-oriented transportation projects.

Funding Available: Approximately \$27 million (final three years of funding for TEA-21) is available for this year's call for projects. TLC capital project funding request should be between \$150,000 to \$2 million. At least 11.5% local match is required.

Eligible Projects: Eligible capital projects include pedestrian and bicycle improvements, bus shelters/ bulbs, and landscaping on or with eligible roadway routes or transit projects.

Further Details: The TLC program is financed with federal funds made available through a combination of federal congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Enhancements Program funds. The Metropolitan Transportation Commission (MTC) will mail applications by late December 2000.

Program Contact Person: Karen Frick, Metropolitan Transportation Commission, (510) 464-7704 or kfrick@mtc.ca.gov.

STA Contact Person: Robert Guerrero, Planning Assistant (707) 422-6491.



FUNDING OPPORTUNITY:

Bay Trail Program

*Call For Projects Will Begin in Late December
Applications Due: February 2001*

TO: STA Board
FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Cities, Counties, and park districts

Program Description: Grants to construct segments of the Bay Trail. A call for projects will begin late December 2000.

Funding Available: \$7.5 million available for the Bay Area.

Eligible Projects: Projects that provide for the development of paved or non-paved gap closures of the spine or spur portions of the Bay Trail.

Further Details: The Bay Trail appropriation increased threefold, from \$2.5 million to \$7.5 million in July 2000. At this time the Bay Trail staff are reworking grant guidelines and strategizing how to leverage the best possible results from this funding. STA staff will follow developments as they take place and keep members informed on important future dates and funding allocation.

Program Contact Person: Janet McBride, ABAG Bay Trail Coordinator, (510) 464-7935

STA Contact Person: Robert Guerrero, Planning Assistant (707) 422-6491.



FUNDING OPPORTUNITY:

Solano Transportation Fund for Clean Air Program
(40% Program Manager Funds)

Applications Due: February 15, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in south Solano County are eligible.

Program Description: This is an air quality program to provide grants to local agencies for clean air projects.

Funding Available: A remaining fund balance of \$108,000 is available for 2000-01.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: Contact the Solano Transportation Authority for application material, program guidelines, and any other additional information about the Solano Transportation Fund for Clean Air.

Program Contact Person: Dan Christians, Deputy Director for Planning, (707) 438-0654.



FUNDING OPPORTUNITY:

Safe Routes To School (SR2S), Cycle II

Applications Due: March 1, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: City and County Agencies, Regional Transportation Planning Agencies, and/ or any government agency authorized to construct improvements on public roads or facilities.

Program Description: This program is now in its second year of a two-year demonstration period. Caltrans administers the Safe Routes to School Program and use federal funds for construction of bicycle, pedestrian safety, and traffic calming projects.

Funding Available: \$20 million dollars available for Cycle 2 Projects. The federal reimbursement ratio is 90%, with a 10% local match. Maximum federal grants can not exceed \$450,000.

Eligible Projects: Project categories include: sidewalk improvements, traffic calming & speed reduction, pedestrian/ bicycle crossing improvements, and traffic diversion improvements.

Further Details: Activities related to "education" or "enforcement" are eligible when costs are related to the construction. Details can be found on Caltrans' internet site at www.dot.ca.gov.

Program Contact Person: Rich Monroe, Local Assistance Engineer District 4, (510) 286-5226.

STA Contact Person: Robert Guerrero, Planning Assistant, (707) 422-6491



FUNDING OPPORTUNITY:

Section 5310 Bus Purchase Program

*Letters of Interest Are Currently Being Accepted
Applications Due: March 9, 2001*

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Section 5310 Bus Purchase Program is intended to assist jurisdictions to prepare for the FY 2001-02 application period. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit corporations and public agencies where no nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: Section 5310 Bus Purchase Program provides capital grants for the purpose of meeting transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Funding Available: Approximately \$9 million. Agencies are required to provide at least 20% in local match.

Eligible Equipment: Transit Accessible vans and buses, communication equipment, and computer hardware and software.

Further Details: Application guidelines can be obtained from the CalTrans website www.dot.ca.gov/hq/MassTrans/tfund.htm. Letters of interest are currently being accepted. Please contact STA for appropriate forms.

Program Contact Person: Alex Bockelman, Metropolitan Transportation Commission, (510) 464-7850

STA Contact Person: Robert Guerrero, Planning Assistant, (707) 422-6491
