



**Board Meeting**  
**May 12, 1999**

**Regular Meeting**  
**6:00 p.m.**



333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 • Fax 438-0656

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**MEETING NOTICE**

**May 12, 1999**  
**STA Board Meeting**  
**333 Sunset Avenue, Suite 230**  
**Suisun City, CA**

**6:00 p.m.**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**  
**Delivering transportation projects to ensure mobility, travel safety, economic vitality, and quality of life in Solano.**

**ITEMS**

- 1.0 CALL TO ORDER - CONFIRM QUORUM**
- 2.0 APPROVAL OF AGENDA**
- 3.0 INTERIM EXECUTIVE DIRECTOR'S REPORT**
- 4.0 COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**
- 4.1 Presentation by Doug Kimsey of MTC on the Transportation Blueprint for the 21<sup>st</sup> Century**
- 5.0 OPPORTUNITY FOR PUBLIC COMMENTS**
- 6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)**
- 6.1 Approve Minutes of Meeting of April 14, 1999 – Page 31**
- 6.2 Review Draft Minutes of April 28, 1999 TAC meeting – Page 37**
- 6.3 Authorize Executive Director to Sign 1999-00 Agreement for Administrative Services with City of Vacaville (Michelle Morris Brubaker) – Page 41**
- 6.4 Approve Funds for Benicia Abandoned Vehicle Abatement Program (Matt Todd) – Page 47**
- 6.5 Authorize Executive Director to Sign Amended I-80 Project Management Agreement with Grandy and Associates (Michelle Morris Brubaker) – Page 49**

- 6.6 **Review Solano Paratransit Quarterly Report (Matt Todd) Page 51**
- 6.7 **Approve Resolution Supporting Applications for Bay Area Electric Vehicle (EV) Charging Network Grant Program (Dan Christians) – Page 53**
- 6.8 **Approve STA Contribution for Benicia-Martinez Bridge Groundbreaking Ceremony (Michelle Morris Brubaker ) – Page 57**
- 6.9 **Appoint Rischa Slade as Alternate Member to Capitol Corridor Joint Powers Board (CCJPB) (Dan Christians) – Page 59**

#### **7.0 ACTION ITEMS: FINANCIAL**

- 7.1 **Appoint Executive Director and Authorize Chair to Sign Personnel Services Contract (Rischa Slade) – Page 61**
- 7.2 **Authorize Executive Director to Execute Contract to Prepare 1998-99 STA Audit (Stacy Medley) – Page 63**

#### **8.0 ACTION ITEMS: NON-FINANCIAL**

- 8.1 **Approve Resolution Incorporating Dixon-Davis Bike Route PSR and South Bicycle Plan Update as Supplements to Countywide Bicycle Plan (Dan Christians) – Page 65**
- 8.2 **Approve Proposed Citylink Route 30 Modifications for the Summer (Matt Todd) – Page 79**
- 8.3 **Approve 1999-00 SolanoLinks Work Program (Dan Christians) – Page 95**

#### **9.0 FUNDING OPPORTUNITIES**

- 9.1 **Solano Transportation Enhancements Program (Dan Christians) – Page 99**
- 9.2 **Bay Area Electric Vehicle (EV) Charging Network Grant Program (Dan Christians) – Page 100**
- 9.3 **BAAQMD Regional Transportation Fund for Clean Air Program (Dan Christians) – Page 101**
- 9.4 **BAAQMD Clean Air Vehicle Incentive Program (VIP) (Dan Christians) – Page 102**

#### **10.0 INFORMATION ITEMS: NO ACTION NECESSARY**

- 10.1 **SB 428 (Peralta): Proposed San Francisco Bay Area Water Transit Authority (Michelle Morris Brubaker) – Page 103**
- 10.2 **Board Members Comments**
- 10.3 **Adjournment (Next Meeting: June 9, 1999)**



333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Agenda Item 3.0  
May 12, 1999

MEMORANDUM

Area Code 707  
422-6491 • Fax 438-0656

DATE: May 4, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker *Michelle*  
RE: INTERIM EXECUTIVE DIRECTOR'S REPORT

Members:  
Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

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

**\*Staff:** The STA Board plans to appoint Daryl K. Halls to the position of Executive Director (see agenda item 7.1).

**Solano Transportation Plan:** The California Transportation Foundation has selected the STA and the Solano Economic Development Corporation's (SEDCORP's) Solano Transportation Plan to receive its 1999 Transportation Management Tranny Award. Chair Rischa Slade will receive the award on behalf of the STA at the awards banquet in Sacramento on May 5. Board members Don Erickson, Dan Donahue, Marci Coglianesse and I also plan to attend.

**\*Administrative Services:** Staff proposes to extend the contract with the City of Vacaville to provide accounting, benefit management and legal services to the STA for an additional year in agenda item 6.3. The funds for these services were anticipated and included in the 1999-00 STA budget approved by the Board in April.

**Reliever Route:** A public workshop for Phase 2 of the Corridor Concept Plan will be held on May 10 from 7-9:15 p.m. in Vacaville. On April 27, Board members Rischa Slade, Steve Lessler, Don Erickson and I attended the County Board of Supervisors (BOS) meeting to support approval of the Memorandum of Understanding. The MOU was not approved by a vote of 2-2. The item will return to the BOS on May 11 for another vote.

**\*Benicia-Martinez Bridge:** A groundbreaking ceremony for the Benicia-Martinez bridge project is scheduled for July 8, 1999 (agenda item 6.8).

**Federal TEA 21 Funds:** In May, MTC plans to adopt almost \$6.1 million in TEA 21 "75% Program" funds for Solano projects for rehabilitation/replacement adopted by the Board in February 1999. This list includes a set-aside of \$594,000 for safety projects, addressing many projects from the Solano Travel Safety Plan. In addition, Solano is also expected to receive about \$2.4 million from the discretionary TEA 21 "25% Program."

**\*SolanoLinks:** The Transit Consortium held a workshop on April 16 to discuss the SolanoLinks work plan for the coming year (agenda item 8.3).

**Interim Executive Director's Report, page two**

**Transportation for Livable Communities (TLC) Program:** MTC has released a draft list of projects slated to receive TLC funding for 1998-99. A Suisun City project for Main Street and Driftwood Drive streetscape improvements is included in the draft list for \$195,000.

**Transportation Steering Committee:** In March, the STA requested that SEDCORP and the City of Vallejo select representatives for a Transportation Steering Committee to build upon the success of Measure F. The City of Vallejo and SEDCORP have selected committee members.

**LEGISLATIVE REPORT**

**\*SB 428 (Perata):** Based on an initiative sponsored by the Bay Area Council, this bill would repeal the authority of the Metropolitan Transportation Commission to adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay. Instead, it would create the San Francisco Bay Area Water Transit Authority, comprised of nine members for 8 year terms, primarily appointed by the Governor and Legislature. The bill directs the Authority to operate a regional water transit system, including ferries, terminals, feeder buses and any other supportive transport and facilities (agenda item 10.1).

**SB 315 (Burton) Proposal for Transportation Bonds:** This bill contains the \$16 billion bond proposal that would place on the ballot \$4 billion in bonds for transportation for each of the next four elections. The Transportation Investment Plan would allocate an unspecified amount of the bond proceeds to each of the following categories: rehabilitation of the state highway system, assistance to local governments for rehabilitation and storm damage repair of local streets and roads, funding for public transit capital assistance, and funding for high-priority capital projects of statewide significance.

**SCA 3 (Burton) Constitutional Amendment for Local Transportation Sales Taxes:** This would amend the Constitution to allow for local transportation sales taxes to be enacted by a majority vote. Local sales taxes statewide will generate approximately \$20 billion for transportation projects and programs. Most of these local programs will sunset in the next ten years.

**AB 872 (Alquist):** Sponsored by the Santa Clara Valley Transportation Authority, this bill would streamline the process for allocating State Transportation Improvement Program (STIP) funds to local and regional agencies. Its purpose is to expedite project delivery and minimize administrative burdens on local project sponsors.

***Upcoming events***

May 5	California Transportation Foundation Tranny Awards in Sacramento
May 10	Public Meeting for Reliever Route Corridor Concept Plan in Vacaville
May 12	STA Board meeting in Suisun City
May 20	CCTA/STA Joint Subcommittee in Benicia
May 26	Metropolitan Transportation Commission meeting in Oakland
May 26	SolanoLinks Consortium in Suisun City
May 26	STA TAC meeting in Suisun City
June 9	Capitol Corridor Joint Powers Board meeting in Suisun City

***Attachments***

Priority project status report, key correspondence and newspaper clippings

**STA Project Development Fund**  
**1998-99 Priority Projects - Status Report**  
**(listed in alphabetical order)**

Project Lead Agency	Alloted PDF Funds	Matching Funds	Claimed PDF Funds	Status
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Caltrans, STA, Vallejo	*	*	*	-Groundbreaking for grading at southern approach of Benicia Bridge Project scheduled for 7/8/99 -Redesigned interchange approved for Benicia Bridge -BCDC approved construction permit for Carquinez Bridge 11/98
<b>Capitol Corridor</b> CCJPB, STA	\$5,000	*	\$3,400	-6th roundtrip began 2/21/99 -Negotiations ongoing with landowner for parking improvements at Suisun/Fairfield
<b>Electric Vehicles</b> STA	\$5,000	*	\$0	-Electric vehicle infrastructure sites are being selected for a funding request to BAAQMD
<b>Federal Lobbyist</b> STA	\$15,000	*	\$4,500	-Recieved a \$1 million bus purchase appropriation -Reliever Route earmark for \$14.4 million and Wilson Ave for \$ .75 million in TEA 21 legislation
<b>Highway 12 Improvements</b> Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Highway 12 Study approved for funding -CTC approved \$33.3 million for shoulder widening and vertical curve corrections in the 1998 SHOPP -Construction to extend 4 passing lanes scheduled to start in the year 2000
<b>Highway 37 Project</b> Caltrans, STA, Vallejo	*	*	*	-Design and acquisition of right-of-way underway by Caltrans District 4 -In 12/98, Caltrans reported a \$11.6 million shortfall. Caltrans and STA have proposed to fund with combination of regional and discretionary (IP) STIP funds.
<b>I-80/680 Auxiliary Lanes</b> Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
<b>I-80 Reliever Route - Corridor Concept Plan</b> STA	\$15,000	\$35,000	\$0	-Next community meeting scheduled for 5/10/99 -MTC approved \$30,000 for Phase 2 plan -First Land Use community meeting held 10/98, Phase 1 complete
<b>I-80 Reliever Route - Implementation ***</b> STA	\$22,000	*	\$22,000	-EIS/R and basemapping contract authorized 11/98 -Leisure Town Road extension opened -Grandy and Associates providing support services for the project
<b>Intercity Transit Plan - Implementation</b> STA	*	*	*	-Spring marketing campaign began May 2 -Updated brochure and route ads have been completed
<b>Mare Island Access Study</b> Vallejo	\$10,000	*	\$0	-Contractor selected (Korve) in 3/99, scope of work and cost are under negotiation, contract expected in 5/99
<b>Miscellaneous Project Development **</b>	\$3,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
<b>Red Top Slide/McGary Road</b> Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
<b>Solano Bike Route Plan - Implementation ****</b> STA	\$19,971	\$8,700	\$19,971	-2nd printing of BikeLinks map completed -Caltrans approved \$144,000 BLA funds and \$50,000 YSAQMD for Old Davis Road bike lanes
<b>Solano Bikeway (along I-80 in Vallejo)</b> Vallejo	\$10,000	*	\$9,564	-Final plans completed and submitted to Caltrans District 4 -Time ext. granted by BAAQMD for TFCA funds to 6/30/99
<b>Solano Transportation Plan - Implementation</b> STA	\$10,000	*	\$10,000	-Advisory Measure F passed overwhelmingly on 11/3/98 -Plan has been distributed
<b>Traffic Safety Project Study</b> STA	\$25,000	*	\$25,000	-Safety Projects programmed with TEA-21 funds -Solano Travel Safety Plan approved 12/98
<b>Vacaville CNG Facility</b> Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA and STA approved \$58,000 STAF local match
<b>TOTAL</b>	<b>\$139,971</b>	<b>\$43,700</b>	<b>\$94,435</b>	

\* No funds allotted at this time

\$183,671

\*\* Initially budgeted at \$15,000. In July, Board approved \$12,000 to I -80 Reliever Route Implementation

\*\*\* Initially budgeted at \$12,000. In November, Board approved additional \$10,000 to a total of \$22,000.

\*\*\*\* Initially budgeted at \$15,000. In November, Board approved additional \$4,971 for a total of \$19,971.

priority proj list  
5/4/99



CONTRA COSTA  
TRANSPORTATION AUTHORITY

**STRA**

*Solano Transportation Authority*

Mr. N.E. Mpras, Chief  
Office of Bridge Administration  
U.S. Coast Guard  
2100 Second Street S.W.  
Washington, D.C. 20593-0001

April 5, 1999

Subject: Request for Expedited Approval of Permit to the California Department of Transportation for the New Benicia-Martinez Bridge in the Carquinez Straits

Dear Mr. Mpras:

The Contra Costa and Solano Transportation Authorities are requesting, by this letter, your expedited approval of the Coast Guard permit for the California Department of Transportation (Caltrans) to construct its new Benicia-Martinez Bridge. We understand that the Maritime Administration (MARAD) has raised an issue, subsequent to completion of the environmental document, of impacts from the new bridge on the access channel serving the MARAD fleet in the vicinity of the bridge. This impact was apparently exacerbated as a result of your requirement that Caltrans move the bridge further east. In response to MARAD's concerns, we respectfully request that the Coast Guard grant Caltrans the permit for construction of the new bridge without further delay, subject only to written confirmation by Caltrans that it will provide sufficient funding to replace the threatened access in kind.

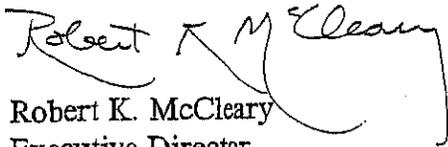
Although the MARAD concerns were not raised as part of the environmental process, our Authorities recognize that if Caltrans has a deleterious impact on MARAD's access, then Caltrans bears a financial responsibility towards replacement of that lost access in kind. However, we are also aware of two additional considerations: (1) MARAD has plans to significantly expand its access channel, at a much greater cost than mere replacement would engender; and (2) completion of necessary environmental reviews, design, and construction of a new channel could take several years, and MARAD's proposed channel expansion could further lengthen that process. We do not believe that Caltrans new bridge project should become hostage to the uncertainties of that proposal. We also believe that sufficient time exists for an expedited process to be completed by MARAD before the new bridge opens in 2003.

Caltrans has advised us that the estimated cost to replace the existing channel is \$1.5 to \$2.0 million; and the cost to expand to MARAD's desired depth and width would add an additional \$6.5 to \$8 million. Thus, we believe that an agreement between Caltrans, MARAD, and potentially the Coast Guard for Caltrans to provide between \$1.5 and \$2.0 million should resolve the MARAD issue, and allow the Coast Guard to issue the necessary permit to Caltrans.

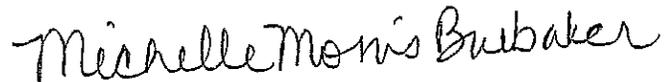
Mr. N.E. Mpras  
April 8, 1999  
Page 2

Thank you for your consideration of our Authorities views. Please call Bob McCleary (925.256.4724) or Michelle Morris Brubaker (707.422.6491) if there is any additional information or assistance that we can provide.

Sincerely,



Robert K. McCleary  
Executive Director  
Contra Costa Transportation Authority



Michelle Morris Brubaker  
Interim Executive Director  
Solano Transportation Authority

cc. Hon. George Miller  
Wayne Till, U.S.C.G.  
James E. Caponiti, MARAD  
Kathy Hoffman  
Harry Yahata, Caltrans District 4  
Denis Mulligan, Caltrans District 4  
Liz Wiecha, Caltrans District

U. S. Department  
of Transportation

United States  
Coast Guard



Commandant (G-OPT)  
United States Coast Guard  
Office of Bridge Administration  
Room 3500

2100 Second Street, S.W.  
Washington, DC 20593-0001  
Staff Symbol: G-OPT/35  
Phone: (202) 267-0368  
FAX: 202-267-4046

04-16-99P03:49 RCVD

16590

April 14, 1999

Ms. Michelle Morris Brubaker  
Interim Executive Director  
Solano Transportation Authority  
333 Sunset Avenue – Suite 200  
Suisun City, CA 94585

Dear Ms. Brubaker:

This is in reply to your letter of April 5, 1998, concerning the proposed I-680 Bridge across the Carquinez Strait between Benicia and Martinez, California.

To the extent that access to the Suisun Bay Reserve Fleet anchorage may be restricted by the proposed bridge project, the bridge owner, the California Transportation Department (CALTRANS), has expressed previously to MARAD and the Coast Guard a willingness to consider mitigation as may be appropriate. However, it would be inappropriate for CALTRANS to mitigate inadequate channel conditions which exist irrespective of the bridge project.

Please be assured that the Coast Guard will be happy to work with you, MARAD, CALTRANS and other interested parties in order to ensure that this bridge project goes forward while at the same time ensuring that this project does not interfere with the Nation's defense requirements.

Sincerely,

A handwritten signature in cursive script, appearing to read "N. E. MPRAS".

N. E. MPRAS  
Chief, Office of Bridge  
Administration  
U. S. Coast Guard  
By direction of the Commandant



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 • Fax 438-0656

May 4, 1999

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Senator K. Maurice Johannessen  
State Capitol  
Sacramento, CA 95814

Dear Senator Johannessen:

We are pleased to submit this budget request for \$75,000 for the Solano Regional Bike Route Signage Program. A brief description of the program is attached.

As shown on our BikeLinks maps (see enclosures), the STA and its members have implemented a number of key segments in our bicycle plan. The Solano Regional Bike Route sign has been specially designed for use on key arterial and collector streets. The sign type and size, with a location for the unique Solano graphic, has been formally approved by Caltrans. The route signs would direct bicyclists to the safest, most direct intercity bike routes throughout Solano.

We appreciate your support for bike signage to serve Solano County and look forward to completing this significant project.

If you have any questions, please call me at (707) 422-6491.

Sincerely,

Michelle Morris Brubaker  
Interim Executive Director

Enclosures



*Solano Transportation Authority*

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 • Fax 438-0656

May 4, 1999

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Senator K. Maurice Johannessen  
State Capitol  
Sacramento, CA 95814

Re: Benicia-Martinez Bridge Groundbreaking Ceremony

Dear Senator Johannessen:

We would like to invite you to be a speaker at the groundbreaking ceremony for the Benicia-Martinez Bridge. The ceremony will take place on July 8, 1999, in Benicia. The ceremony will officially start at 10:00 a.m., although guests are invited to arrive at 9:00 a.m.

Caltrans is proceeding with the construction of the second Benicia-Martinez Bridge, which is being funded with Regional Measure One bridge toll revenues. The groundbreaking ceremony is being hosted by Caltrans, the Solano Transportation Authority, Contra Costa Transportation Authority, the City of Benicia and the Metropolitan Transportation Commission's Bay Area Toll Authority.

We hope that you can be a part of this exciting event, and we look forward to your reply. If you have any questions, please call me at (707) 422-6491.

Sincerely,

Michelle Morris Brubaker  
Interim Executive Director



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

May 4, 1999

Area Code 707  
422-6491 • Fax 438-0656

Members: Assemblymember Helen Thomson  
State Capitol  
Benicia Sacramento, CA 95814  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Re: Benicia-Martinez Bridge Groundbreaking Ceremony

Dear Assemblymember Thomson:

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We hope that you can be a part of this exciting event, and we look forward to your reply. If you have any questions, please call me at (707) 422-6491.

Sincerely,

Michelle Morris Brubaker  
Interim Executive Director



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 • Fax 438-0656

May 4, 1999

Members: Peter M. Jordan  
2012 Silver Crest  
Fairfield, CA 94533-7900

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

RE: Fairfield to Sacramento Commute Options

Dear Mr. Jordan:

Your letter to Vallejo Transit concerning Route 100 service to Sacramento has been brought to our attention by Congressman Mike Thompson. Thank you for your input on the transit services provided in Solano County. As the staffing agency for the SolanoLinks Consortium, whose membership includes all the transit agencies in Solano County as well as Yolobus, we are very interested in your comments.

In regard to the Route 100 service not serving Fairfield, there are other options for the Fairfield to Sacramento commute. The Capitol Corridor Train provides service from the Suisun/Fairfield Train Station. In addition, Solano Commuter Information provides ridesharing assistance for carpools and vanpools, as well as transit information (including information for the Capitol Corridor service).

The Capitol Corridor service initiated a sixth round trip in February. This service departs from the Suisun/Fairfield station at 7:31 a.m. and arrives at Sacramento at 8:30 a.m., with a return trip leaving Sacramento at 5:45 p.m. and arriving at the Suisun/Fairfield station at 6:28 p.m. The one-way cash fare is \$9.00, but multi trip books and monthly passes can be obtained with up to a 50% cash fare savings (monthly pass cost of \$155).

Solano Commuter Information could also assist you on your commute. They have information and databases on both carpools and vanpools for the Sacramento area. Solano Commuter Information can be reached at 1-800-53KMUTE.

Thank you for your input on the Solano transportation system. Please call me at 422-6491 if you have any further questions.

Sincerely,

Michelle Morris Brubaker  
Interim Executive Director

cc: Congressman Mike Thompson, First District of California  
Pamela Belchamber, Vallejo Transit  
Elizabeth Richards, Solano Commuter Information  
STA Board

Attachment

**MIKE THOMPSON**  
1ST DISTRICT, CALIFORNIA

COMMITTEES:

AGRICULTURE

ARMED SERVICES



**CONGRESS OF THE UNITED STATES**  
**HOUSE OF REPRESENTATIVES**  
WASHINGTON, DC 20515

*Michelle*

DISTRICT OFFICES:  
1040 MAIN STREET, SUITE 101  
NAPA, CA 94559  
(707) 226-9898

317 THIRD STREET, SUITE 1  
EUREKA, CA 95501  
(707) 269-9595

POST OFFICE BOX 2208  
FORT BRAGG, CA 95437  
(707) 962-0933

CAPITOL OFFICE:  
415 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3311

April 2, 1999

04-21-99P02:49 RCVD

Michelle Brubaker, Interim Director  
Solano Transportation Authority  
333 Sunset Avenue, Suite 200  
Suisun, California 94585

Dear Ms. Brubaker:

Enclosed is a copy of a letter I received from a constituent regarding difficulties he is having in connecting with convenient mass transit from Fairfield to Sacramento. Could you please review Mr. Jordan's letter and advise him of the options that might be available to him.

Thank you.

Sincerely,

**MIKE THOMPSON**  
Member of Congress  
First District of California

MT:cd  
enclosure  
cc: Peter M. Jordan

Peter M. Jordan  
2012 Silver Crest  
Fairfield, Ca.  
94533-7900  
707-425-9490

# 80 Corridor Coalition

March 29, 1999

Vallejo Transit  
Transportation Division  
Vallejo City Hall  
555 Santa Clara Street  
Vallejo, CA 94590

Attention: Ms. Pamela Bellchamber  
Subject: Route 100 Stops.

Peter M. Jordan  
2012 Silver Crest  
Fairfield, Ca.  
94533-7900  
707-425-9490

Dear Pamela,

I live in Fairfield, Ca. and, for the lack of an alternative, am considering riding Vallejo Transit's Route 92 to the Vallejo Ferry Terminal to catch the Baylink/Vallejo Transit Route 100 to downtown Sacramento, 8th St. between N & Capitol at the Light Rail Transit Station. Sounds crazy, huhh. Travel west each morning on a bus to Vallejo. Then, once in Vallejo, get on a different bus heading east to Sacramento. You'd think there were more commuting/transit options along the US Route 80 corridor, but there aren't.

March 29, 1999

**Suggestion: Amend the Route 100 schedule to stop at the Magellan Park and Ride, Fairfield.**

Pamela, I began working in Sacramento last October. This is the first time I have worked in the Sacramento metropolitan region. Since '93 when I moved to Fairfield, Ca. I have always commuted into the San Francisco Bay Area. For years I have commuted via Vallejo Transit's Route 90 each day from Fairfield to the Bay Area Rapid Transit's El Cerrito del Norte station. From there, I could reach worksites around the Bay Area. I have since found commuting options to Sacramento unacceptable.

I have carpooled until recently when my carpooler found a position with Pacific Bell in Fairfield. There is Amtrak service from Fairfield/Suisun to Sacramento, but the one train each morning leaves Fairfield/Suisun station at 8:30am. This would get me to work at about 10:00am. It is also too expensive. There is bus service between communities along the 80 corridor, but they are all local services on local runs, not express service. It would take easily in excess of 2 hours to commute one way with all the changes of bus lines and layovers. There is no regional transit agency offering regional solutions.

Some reasons why modifying Vallejo Transit's Route 100 schedule might make sense:

1. The Route 100 is hemorrhaging money for lack of ridership on the S.F. to Davis/Sacramento Baylink ferry/bus service. I alone know of 28 people who daily make the commute to the Sacramento area from Fairfield. 28 monthly passes times Vallejo Transit current Route 100 \$147.00 monthly pass cost = \$4116.00
2. Californians living along InterState 80 corridor in the communities of Vallejo, Fairfield/Suisun, Yacaville, Dixon, Woodland, Davis, El Macero should have transit options. Currently there are none. Perhaps the solution lies in the formation of a regional transit agency.

I have carpooled until recently when my carpooler found a position with Pacific Bell in Fairfield. There is Amtrak service from Fairfield/Suisun to Sacramento, but the one train each morning leaves Fairfield/Suisun station at 8:30am. This would get me to work at about 10:00am. It is also too expensive. There is bus service between communities along the 80 corridor, but they are all local services on local runs, not express service. It would take easily in excess of 2 hours to commute one way with all the changes of bus lines and layovers. There is no regional transit agency offering regional solutions.

March 29, 1999

Page 2

I deeply appreciate any information and assistance you can lend to the effort to cut down on the burden working men and women of California bear daily just trying to get to and from work. The impact and toll on our families, our communities and the nation at large can only be underestimated.

Sincerely,



Peter M. Jordan  
Fairfield, California commuter.

Cc:

President William Jefferson Clinton, [president@whitehouse.gov](mailto:president@whitehouse.gov)  
1600 Pennsylvania Ave., Washington, D.C. 20500  
First Lady Hilary Rodham Clinton, [first.lady@whitehouse.gov](mailto:first.lady@whitehouse.gov)  
Vice-President Albert Gore, [vice.president@whitehouse.gov](mailto:vice.president@whitehouse.gov)

March 29, 1999

Honorable Senator Barbara Boxer

Capitol Office, 112 Hart Senate Office Building, Washington, DC 20510, (202) 224-3553  
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Vice-President Albert Gore, [vice.president@whitehouse.gov](mailto:vice.president@whitehouse.gov)  
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Assemblywoman Helen Thomson, 8th Assembly District

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Daily Republic, 1250 Texas St., Box 47, Fairfield, Calif. 94533

San Francisco Chronicle, 901 Mission Street, San Francisco, CA 94103, [chronletters@sfgate.com](mailto:chronletters@sfgate.com)

Times-Herald, 440 Curtola Parkway, Vallejo, California 94590, (707) 643-0128

Sacramento Bee, 2100 Q St., P.O. Box 15779, Sacramento, CA 95852-3311

The Davis Enterprise, 303 G St., Davis, CA 95616

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California Transportation Commission (CTC), 1120 N Street, Room 2221 (MS-52), Sacramento, CA 95814

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State Capitol Building, 1st Floor, Sacramento, CA 95814

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# CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS  
Engineering Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315  
FAX (707) 648-4691

April 13, 1999

Peter M. Jordon  
I-80 Corridor Coalition  
2012 Silver Crest Drive  
Fairfield, CA 94533-7900

SUBJECT: Baylink Route 100  
(File: Miscellaneous Correspondence - Transportation)

Dear Mr. Jordon:

Thank you very much for your comments and suggestions for improving Vallejo Baylink Route 100. Your input will be considered in our on-going planning efforts.

In general, we agree with you regarding the need for better transit commuting alternatives to the Davis and Sacramento areas. However, the primary purpose of Route 100 is to promote Vallejo Baylink in the Sacramento area by providing an express bus service between Vallejo Baylink and Sacramento, Davis and San Francisco.

Commute stops at Magellan Park & Ride in Fairfield and the Davis Street Park & Ride Facility in Vacaville were considered during the planning stages. However, due to added turn-around time for the bus which would add costs, and longer travel time for the passenger, the express option was chosen. However, we have not ruled out the possibility of increasing service on the Route 100 during the commute periods and serving a wider market, with the City of Vacaville's and/or the City of Fairfield's participation.

Solano County transit services are coordinated through our transit consortium, *Solanolinks*, in which coordination and expanded bus service in north county is a current project under discussion. Vallejo serves 80% of the transit market in the county, with focus on local Vallejo bus service, paratransit services, and regional transit trips to the East Bay and San Francisco via express bus and ferry service. There is no doubt that Solano County is underserved by transit, and obtaining capital and operating resources for expanded bus service along the I-80 corridor between San Francisco and Sacramento is a high priority.

Peter M. Jordon  
I-80 Corridor Coalition  
SUBJECT: Baylink Route 100  
April 13, 1999

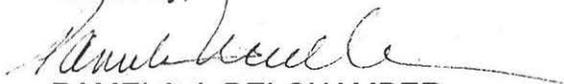
In the meantime, you may wish to consider the Amtrak train from Suisun which has recently improved the schedule to six roundtrips per day to Sacramento, the first train leaves Suisun at 7:30 a.m. arriving in Sacramento at 8:30 a.m. A return train leaves Sacramento at 5:45 p.m. Monthly pass price for commuters is comparable to the bus, cash fare is \$10 to \$12 but discount fares are available for frequent users.

Route 100 is supported by the City of Vallejo in its Baylink budget. Commute service from Fairfield and Vacaville to Sacramento requires financial participation from those jurisdictions. The consortium currently provides for Routes 90 and 92 operated by the City of Vallejo. The City of Vacaville is currently updating its Short Range Transit Plan, which will include an analysis of improved commuter express bus service to Davis and new service to downtown Sacramento. Results from Vacaville's analysis should be available in a few months.

Regarding Route 100's financial performance, the route currently matches Capitol Corridor train performance with a farebox cost recovery of 33%. We have recently undertaken an expanded marketing program for this coming spring and summer, and will have a joint marketing and ticketing program with Amtrak and expect Route 100 to recover about 50% of operating costs from the farebox this year. Ridership on startup services such as Route 100 typically requires two to three years to mature; Route 100 has only been operating since April 1998.

Again, thank you for your ideas and information. If you have any further questions regarding Route 100, please call me at (707) 648-4306.

Sincerely,



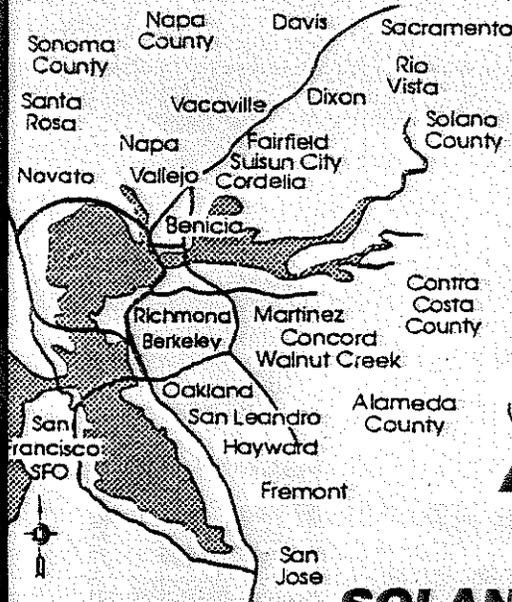
PAMELA J. BELCHAMBER  
Transportation Manager

cc: Mark K. Akaba, Public Works Director  
David R. Martinez, City Manager  
Kevin Daughton, City of Fairfield Transit Manager  
Trent K. Fry, City of Vacaville Transit Manager  
Michelle Morris-Brubaker, Solano Transportation Authority Acting Executive Director



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Vacaville Chamber of Commerce • Sunday, April 25, 1999

**HOME AND BUSINESS EXPO '99**

# Transit agency, director candidate in talks

By John Scheibe  
Staff Writer

Rep 4/16/99

The Solano Transportation Agency has begun contract talks with an unnamed individual to become its second full-time executive director, the group's chairman said.

Vacaville City Councilwoman Rische Slade, who also chairs the STA, said late Wednesday the board voted to enter into contract negotiations with a candidate they hope will replace Michelle Brubaker.

Brubaker has served as the STA's interim director since

Marty Tuttle left the agency in November.

STA board members remained tightlipped on Thursday about who they are negotiating with for the executive director's job. The negotiations are expected to be completed within 10 or so days.

Tuttle left his \$86,000-a-year job at the STA to head the Sacramento Area Council of Governments, a five-county regional planning and transportation agency.

Under Tuttle's stewardship, the STA developed a blueprint for how Solanoans could commute for decades to

come.

To prepare for the master transportation plan, officials polled 500 residents throughout the county, asking them an array of questions, including their willingness to use public transit, bicycles and other modes of transportation.

Another accomplishment was the November passage of a local transportation measure. The measure asked voters for their willingness to use new funds to improve the local transportation network. A majority of voters said they would support the use of such funds. However, the measure

did not mention taxes or how these funds would be raised.

Local transportation officials say a portion of these funds will have to be raised locally.

But getting Solano residents to agree to tax themselves for a better transportation system could be a tall order.

Local residents were polled in 1997 about their willingness to tax themselves for an improved transportation network. A majority said they would rather be taxed for such things as a better library system and schools than for transportation.

# New director comes to Solano transportation

By Mark Simborg  
DAILY REPUBLIC

SUISUN CITY — The Solano Transportation Authority has picked Southern California lobbyist Daryl K. Halls to be its new executive director.

STA Chairwoman Rische Slade said Friday that the authority is "fine tuning" a contract with Halls, who for the past seven years has been in charge of policy development and legislative service for the Orange County Division of the League of California Cities. The league helps cities rally state and federal support for local projects.

Slade said Halls' "integrity and bearings" sold her on him.

"He has a very strong legislative background and he's a solid individual that interacts well with people," Slade said. "He's a very solid person, very family oriented."

Halls has more experience

with transportation issues than former director Marty Tuttle did when he started 2 1/2 years ago, Slade said.

Tuttle left in December to head the Sacramento Area Council of Governments.

Hall, a Long Beach native, was chosen from a pool of about 25 candidates and after interviewing with the STA's eight-member board.

He said although it is not his style to do so, he did not want to comment until the contractual details are firmed up.

"(The STA) is a very good organization and a great opportunity," he said.

A number of transportation projects are planned or underway in Solano County, including the Interstate 80 reliever route, expansion of Capitol Corridor service, expansion of intercity bus service, extending bike trails and improvements to the Interstate 680 interchange with I-80.

# Solano mayors oppose regional bridge toll hike

By Staff & wire reports

4/29/99  
transit dollars.

State lawmakers were urged Wednesday to consider raising tolls to \$3 on all state-operated bridges in the region to help pay for an expanded ferry service.

The Bay Area Council — with nearly 30 of 50 members voting Wednesday — has recommended the toll as part of a proposed plan to operate 70 ferries from Vallejo to Moffett Field, serving between 25 million to 30 million passengers a year.

Suisun City Mayor Jim Sperring and Vallejo Mayor Gloria Exline cast the sole votes against the plan Wednesday.

"There are a number of things we are real concerned about," Sperring explained after the meeting. "One is this is a (group) appointed by the governor and Legislature. Look at any other agency in the region and you'll find locally-elected officials and representatives. This thing has no connection to local jurisdictions so it is removed from the people who are the ones who use transit services."

Another concern of the two Solano mayors is that the new transit authority that would oversee expanded ferry service would compete for local

"They're going after funding that should go for existing services," Sperring said. "This is one more bureaucratic competitor and we're concerned about that."

Sperring also took issue with the increased bridge tolls, pointing out that Solano drivers have to cross two bridges and pay twice on their commute to and from the San Francisco Bay Area.

Sperring called Wednesday's vote "a big media event and nothing more."

The Bay Area Council — a nonprofit public policy organization — also asked that the \$1 toll surcharge currently collected for earthquake retrofitting on state spans be extended indefinitely.

It would initially cost \$600 million to get the project running in five years with total costs reaching \$2 billion, the group said in a draft report.

The ferry network would not receive current transportation funds but would rely on increased tolls, other new revenues or public-private development around ferry terminals, the report said.

Only the Legislature or a ballot measure can raise tolls on state bridges.

# Huge ferry fleet fancied

**In brief** Bridge tolls might be hiked to add more of the speedy craft to carry commuters and ease congestion.

By John Scheibe  
Staff Writer

*Rup/8/99*

Back in the roaring 1920s, San Francisco ruled the planet in terms of having the world's biggest and busiest ferry fleet.

The service declined and eventually died with the large-scale use of automobiles and construction of Bay Area bridges.

But the very success of the automobile could once again resurrect a mammoth ferry service across San Francisco Bay, one unseen anywhere else.

The privately sponsored Blue Ribbon Task Force for Bay Area Water Transit is calling for a flotilla of 120 fast boats to ply Bay Area waters, surpassing the ferry services of even Vancouver, Canada and Sydney, Australia.

The boats would connect 45 ferry terminals sprinkled throughout the bay region. It would connect a terminal in far away Half Moon Bay north to San Francisco and Sausalito, and on to Larkspur, Vallejo, Benicia, Antioch, Oakland, then south to the San Jose International Airport and terminals in between.

Proponents say the expanded ferry service is crucial both to relieve traffic burdens from heavily congested freeways and to ensure the continued economic survival of the region. They argue that without an expanded ferry service, traffic would first grind to a halt and then economic growth would dwindle as firms move to less congested places, taking with them workers and jobs.

Such a ferry service would be big enough to carry 15 million to 20 million passengers a year by 2010.

But the road to bringing about this renaissance in ferry service is bumpy at best. For starters, the service comes with

■ See **Ferries**, Back Page

# Ferries ...

## Baylink Ferry proposal

Continued from Page 1A  
an estimated price tag of between \$1 billion to \$2 billion.

To raise some or all of these funds, the task force is proposing another \$1 toll hike on the Bay Bridge, hiking the total toll for westbound crossers up to \$3.

Only two of the 40-some-odd member task force voted against the increased ferry service proposal. Both are from Solano County: Vallejo Mayor Gloria Exline and Suisun City Mayor Jim Spering.

Spering, who chaired the powerful Metropolitan Transportation Commission until March, called the increased bridge toll proposal "outrageous."

He said it's especially bad for Solano commuters, since many already have to pay two bridge tolls, once when they cross the Carquinez Bridge and again on the Bay Bridge. In all, Solano commuters could end up paying anywhere from \$5 to \$6 a day just in bridge tolls, depending on whether the Carquinez toll also is raised from \$2 to \$3.

And Spering has other problems with the expanded ferry service plan.

They include a bill by state Sen. Don Perata, D-Alameda, that could be introduced on Tuesday. It would create a nine-member regional ferry authority to administer the expanded service.

Commissioners would be named by Gov. Gray Davis. Only two of the nine commissioners would have to be elected representatives from the Bay Area, meaning Davis could appoint the other seven commissioners from anywhere in California.

"This takes local control away from the commission. We have real concerns about the lack of local representation" on the commission, Spering said, adding that it was beyond him why Perata would introduce a bill with these types of provisions.

Perata spokesman Mark Capitolo said he did not have enough information to comment on the proposed bill when contacted Friday.

Spering also objected to a part of the plan he said would

"They're not taking a big-picture approach to this," said Spering, in part because the plans for an expanded service also fail to spell out how it would benefit the region's entire transportation network, he said.

"You've got to have something that is part of a total transportation system. You can't just have the ferries," said Spering, who continues to serve as an MTC commissioner following his two-year term as chairman.

It's not that Spering or other MTC members oppose more ferry service.

In fact, ferry service has made impressive gains over the past six years, due in large part to the MTC. For example, more than \$50 million in transportation funds were spent for five

The \$7.8 million craft can zip to San Francisco in 53 minutes, rivaling the time it might take to make the same trip by freeway during weekday commutes.

Ferry service reappeared on the bay in May 1986 after a 48-year hiatus. That service got an added boost in the early 1990s, because of earthquakes and fear of them, especially the Loma Prieta variety. The 1989 temblor measured 7.1 on the Richter scale and was centered 60 miles south of San Francisco. Yet it still shook the Bay Bridge with enough force to topple a portion of its eastern section, forcing many cross-bay commuters back onto ferries.

Ferry service has increased since then. Annual ridership on Bay Area ferries rose by 70 per-

group that spearheaded the Blue Ribbon Task Force for Bay Area Water Transit, argue that an incremental approach to the ferry system will not work.

They say what is needed instead is a drastic increase in the number of ferries crossing the bay, in what some call a build-it-and-they-will-come approach.

Only that way, argues Russell Hancock, vice president of the Bay Area Council, a business group, can the service lure 15 million to 20 million more ferry passengers a year, something the council hopes will happen by 2010.

There are other worries aside from where the money will come to fund all this. They



Sarah Taber/The Reporter

# Ferry district bill advances

BH 4/23/99

By Nathan Salant  
ASSISTANT EDITOR

A bill to create a new state agency to operate a system of high-speed ferry boats on San Francisco Bay was approved unanimously Wednesday by the state Senate Transportation Committee.

The proposed new law, SB 428, would create the San Francisco Bay Area Water Authority to develop a plan for funding and implementing a high-speed service that would stop at ferry terminals in as many as 40 waterfront cities, including Benicia and Martinez.

The service, advanced by business leaders on the Bay Area Council and the Bay Area Economic Forum, is independent of government-subsidized ferries that currently link Vallejo, Oakland and Marin County cities with San Francisco.

Martinez has been proposed as a future terminal for an extension of the subsidized ferry service, with a possible stop in Benicia. The Carquinez Strait cities were major ferry ports until the construction of railroad and automobile bridges in the early-20th century.

In a related development, the private Red and White Fleet announced this week that it would start daily commuter service from Richmond to San Francisco later this summer.

The water authority bill,



Benicia Mayor Jerry Hayes and City Manager/Police Chief Otto Giuliani were among the sea of local officials at a February press conference in San Francisco City Hall where an ambitious plan to boost the number of ferries on the Bay was unveiled.

PHOTO BY JOHN R. MOSES

which was introduced in February by State Sen. Don Perata (D-Alameda), still must be reviewed by a fiscal committee before being presented to the full senate, where approval is likely. It is considered the next step in setting up a high-speed ferry network envisioned by a task force in a report to the legislature in February.

The report recommended establishment of a publicly financed passenger fleet of up to 70 high-speed ferry boats and construction of docking facilities in 26 cities on the bay. It contended that a modern ferry system could help the Bay Area contend with a predicted

increase of 250 percent in vehicle over the next 40 years with BART approaching capacity.

The cost of the network was estimated at up to \$2 billion.

Benicia Mayor Jerry Hayes, City Manager Otto Giuliani and Finance Director Alan Nadritch took part in a presentation ceremony at San Francisco City Hall when the report was introduced earlier this year. Benicia officials have long championed a ferry terminal as a key to the revitalization of downtown and to establishing the city as a tourist destination.

Bringing the ferry back to Benicia would require construction of a

new terminal and other improvements to the First Street or East Fifth Street waterfronts and, possibly, road improvements to accommodate increased traffic.

Hayes, Nadritch and Martinez consultant Nello Bianco were not available for comment yesterday.

"This is the first step toward a monumental change in Bay Area transportation," Perata said after SB 428 was approved by the transportation committee. "A high-speed water transit system... can potentially make a dramatic difference on reducing traffic congestion and air pollution in the Bay Area."

SB 428 would transfer authority to develop a long-range plan for high-speed ferry service from the Metropolitan Transportation Commission which currently allocates subsidies to existing ferry service, to the new authority.

"The bill would require the board (authority) to prepare and adopt a Bay Area regional water transit plan and a capital improvement plan for implementing the Bay Area regional water plan, and to operate a comprehensive Bay Area regional public water transit system," says the Legislative Counsel's Digest attached to the proposed legislation.

SB 428 requires development of a "comprehensive"

See Ferry, page A5

## Ferry

Continued from page A1

plan to develop and operate the system, including the number of vessels and amount of land-side improvements expected to be required.

"The primary focus of the new

authority shall be the provision of services through the development and operation of a comprehensive water transit system," the bill states. "The authority shall operate a comprehensive San Francisco Bay Area regional public water transit system, that includes water transit terminals, feeder buses, and any other transport and facilities supportive of the system."

Ideas advanced thus far for financing the system include a temporary increase in tolls on Bay Area bridges, similar to the \$1 surcharge currently being charged to raise money for retrofitting the San Francisco-Oakland Bay Bridge, or an increase in sales tax or other tax with revenues dedicated to the high-speed ferry service.

Rep. (4.29.99)

SOLANO

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AKERS

Rep.  
(4.29.99)

# Pointless roadblock

## Transit plan should not be put in jeopardy

**A** pair of Solano County supervisors are traveling a dangerous path in their attempt to create a no-growth roadblock to a transit plan to ease traffic snarls and prevent gridlock on Interstate 80.

Two members of the Board of Supervisors, Duane Kromm of Fairfield and Barbara Kondylis of Vallejo, want to hold the \$74 million Interstate 80 reliever route hostage. They want the county's transit plan to be married with cities' growth restrictions.

That is not a coupling that should be made at this junction in the road.

Vacaville-Dixon Supervisor Skip Thomson had the legitimate perspective of the issue, noting that land use and transit plans should be developed in concert. However, he noted, delaying the gridlock-prevention project is not going to accomplish anything at this time.

On a 2-2 vote, the Board of Supervisors set back the reliever route plan by failing to approve a memorandum of understanding with the Solano Transportation Authority. Widening Vanden Road, a key component of

the 10.5-mile route to take local traffic off the freeway, cannot be accomplished without the agreement.

It seems Supervisors Kromm and Kondylis may want to choke growth by creating traffic congestion. And that will be an effective no-growth strategy. Already, local businesses and industry worry that the Bay Area gridlock is creeping into Solano County. They came here because they were not encumbered by traffic jams. And they will leave, as

“*Delaying the gridlock-prevention project is not going to accomplish anything at this time.*”

some have publicly stated, if we allow the local traffic pattern to deteriorate.

Vacaville Supervisor Bill Carroll was absent from the meeting this week when the reliever route was sidetracked. We anticipate his vote in support of the project is forthcoming.

Ensuring the reliever route does not create runaway growth is a concern. It is a question that must be addressed by city councils and the county supervisors. And the formative steps to implementing the traffic relief plan should not be held hostage.

# Supes put up roadblock to I-80 reliever route

By John Scheibe/Staff Writer

*Reporter 4/21/99*  
In a split 2-2 vote, Solano County supervisors dealt a blow Tuesday to the \$74 million Interstate 80 reliever route by failing to approve a memorandum of understanding with the Solano Transportation Authority.

The action means that Vanden Road — a key part of the 10.5-mile route — will not be widened, at least for now.

"The reliever route plan needs to have language to discourage more (urban) sprawl," said Supervisor Duane Kromm, who along with Supervisor Barbara Kondylis, voted against issuing the needed Vanden Road memorandum.

Kromm said he asked a number of STA board members, including Dixon Mayor Don Erickson and Vacaville city councilwoman and STA Chairwoman Rischa Slade, to include language in the memorandum linking the reliever route

to a land-use plan. But he got no response.

"One of the fears is that the reliever route isn't going to relieve traffic. It's only going to subsidize developers by enabling them to bring development to the area," Kromm said.

Supervisor Skip Thomson also agreed a land-use plan needs to accompany the reliever route.

"But this is not the place or time to fight that battle," said Thomson on Tuesday, moments

■ See **Reliever route**, Back Page

## Reliever route ...

■ Continued from Page 1A  
before he joined Supervisor John Silva in approving the Vanden Road memorandum. Supervisor Bill Carroll was absent.

Kromm's fear was echoed by Barbara Kondylis.

"You can't build your way out of congestion," she said. She added the reliever route "is not going to help one iota" to relieve traffic from the often congested I-80 corridor.

Rather, Kondylis said the route "is just a gift to developers to enable them to bring development to the agricultural areas of the county."

Erickson and Slade agree the reliever route — which when completed would link Leisure Town Road to Suisun City and provide a rural alternative to I-80 — will impact local development and growth.

But Erickson said the STA should not be in the business of dictating land-use policies or telling cities where they can and cannot grow.

Slade agreed, saying as a city councilwoman, she is against any organization telling the city how to develop.

"No matter what we do we're going to have development and traffic. The issue is how do we deal with that traffic and move it along," Slade said.

Silva said he voted for the memorandum because "the business community is very con-

cerned about increasing traffic on I-80."

In fact, a number of area business leaders have said unless the county finds a way to relieve the area's increasingly heavy traffic, they will be forced to relocate elsewhere. Solano would not only lose these businesses, but the jobs that go along with them.

Erickson favors establishing a regional consensus to growth, one that would involve not only the county and the STA, but the cities of Vacaville, Fairfield and Suisun City.

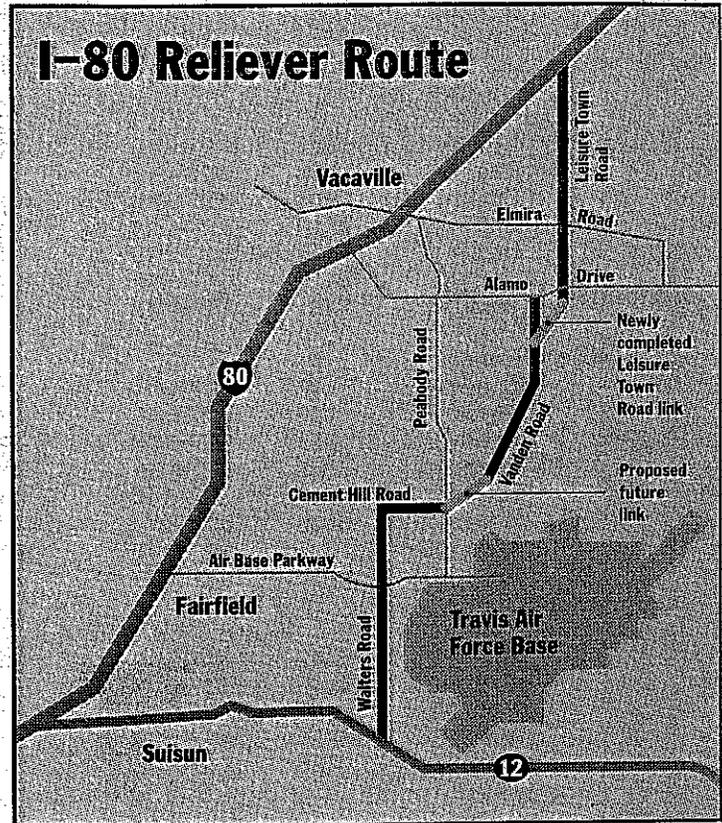
The Vacaville City Council two weeks ago, at the behest of City Manager John Thompson, voted to have Slade express the city's concerns about land use planning to the rest of the STA board members.

Meanwhile, Vacaville Mayor David Fleming said he favors having city land-use planning remain with cities.

Thompson said last week that instituting planning policies in undeveloped areas can have an adverse effect by spurring growth before the communities are ready.

But Kromm has said there has to be growth restrictions to make the reliever route worthwhile.

"Adding lanes to a highway, no matter how many you add, is not the answer to congestion. Land use is the answer to congestion," he said last week. With no growth restrictions "the only



thing we'll relieve is the obligation of people building houses along the route.

"Part of what bothers me is the semantics," Kromm continued. "Using the term reliever is feel-good. Absent land controls, this is going to make things worse ... It just intuitively doesn't make sense. (Los Angeles) has tried it for decades and where has it gotten them?"

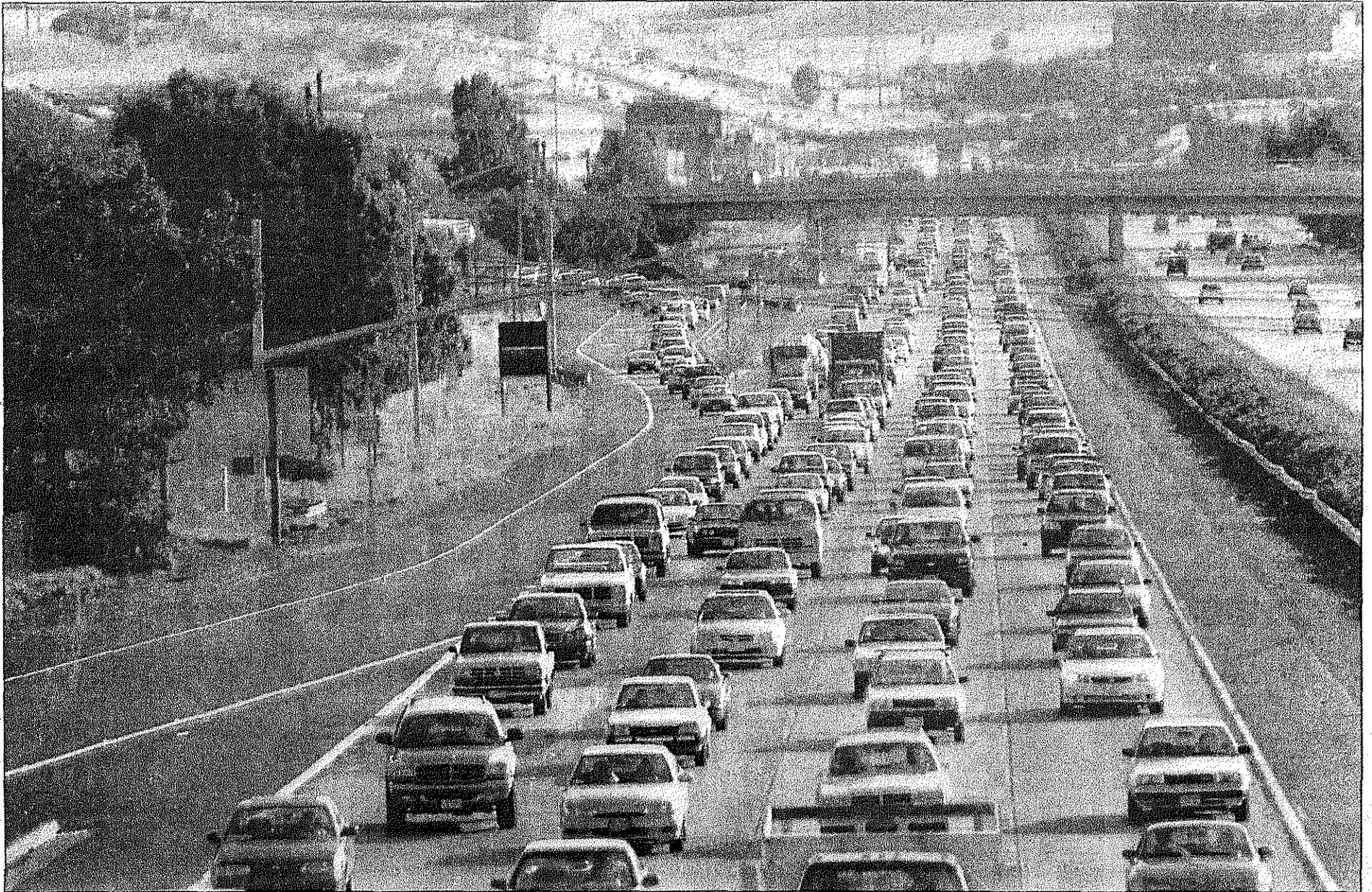
With an average daily traffic load of more than 7,000 vehicles, Vanden Road is one of the

busiest roads in the county.

Vanden Road's accident rate is more than twice that of Peabody Road, even though Peabody Road carries more than three times the traffic. Peabody Road's lower accident rate is due in part to it being wider than Vanden Road, which measures a mere 22 feet in width.

■ Staff Writer Sean Gillespie contributed to this story.

# Traffic nightmare in Cordelia



PAGE 26

Judith Sagami/DAILY REPUBLIC

Traffic from the I-680 interchange flows onto eastbound I-80. Cordelia residents have a tough time getting home because of the commuter gridlock.

# No relief in sight for gridlock

DR 4/17/99

**'It's bumper to bumper and not one person will let you in. I just want to scream to them, 'I live here!''**

— Dolores Kouba,  
Cordelia Villages resident

**By Mark Simborg**  
DAILY REPUBLIC

**CORDELIA** — A wall of cars separates Dolores Kouba from her home Friday evenings.

"It makes me so angry," said the Vacaville elementary school teacher. "It's bumper to bumper and not one person will let you in. I just want to scream to them, 'I live here!'"

Kouba lives off one of the streets that northbound Interstate 680 commuters use to avoid traffic leading up to the infa-

mously gridlocked interchange with Interstate 80 East.

And so many motorists have caught on to this maneuver over the last year that side streets running parallel to the interstate such as Ramsey Road and Lopes Road have become as gridlocked as the highway.

Cordelia residents can't get home — sometimes can't even get out of home in the mornings — while commuters are digging their fingernails into their steering wheels, unable to escape the traffic that stretches nearly a half mile back

from the interchange some days.

Local transportation officials believe construction of the new Benicia Martinez Bridge will bring even more traffic. That project is fully funded.

But only the first phase of a seven phase interchange project is funded. That phase will widen and add lanes where I-680 merges with I-80. Construction is slated to begin in 2003.

By then, the traffic may have driven some Cordelia residents out.

See **Gridlock**, Page A7

## Gridlock From Page One

"I'll be moving," Sue Spingola said. "It's just mayhem out there now."

Spingola sent a letter to the Fairfield city manager and Police Department's traffic division, suggesting a traffic light be installed at the corner of Lopes and Cordelia roads.

"There's really not much we can do," Fairfield Traffic Sgt. Tony Ford said. "With a traffic light your talking \$200,000 just to get it and I don't think it would help anyway."

So the burden of relieving the traffic falls on governing agencies.

A plan to reroute northbound

I-680 to connect with I-80 farther west where Highway 12 connects with I-80 is part of the Metropolitan Transportation Commission's 20-year Regional Transportation Plan. Also a part of that plan, routes would be built that connect I-680 with Highway 12 before Highway 12 meets I-80.

But the project is way down on the list of other Solano County projects in the regional plan, such as the I-80 reliever route, new Capitol Corridor train stations, extending carpool lanes along I-80, new park-and-ride lots and replacing the Benicia-Martinez bridge.

The \$384 million bridge project involves building new spans for the bridge, and expanding the number of lanes on the east-bound side from three to five, with two lanes designated for Interstate 780 traffic. Construction is slated to begin next summer and be completed by summer 2003.

The state and federal government has provided the \$7 million for the first part of the interchange project, but the estimated \$353 million needed for the other six phases has not yet been found.

The improvements to the I-680 merging lanes should

accommodate the increased traffic from the bridge, said Katie Yim, project manager of the first phase of the interchange project.

Cordelia residents will probably have to live with their traffic nightmare until the interchange is rebuilt.

"There's just more and more traffic all the time," said Steve Cobb, a Caltrans public information officer. "We're never going to be able to keep up with developers, and developers are never going to pay their fair share, so what are you going to do?"



DATE: May 5, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation

That the STA Board approves the following attached consent items:

- 6.1 Minutes of Meeting of April 14, 1999
- 6.2 Draft Minutes of April 28, 1999 TAC Meeting
- 6.3 Executive Director to Sign 1999-00 Agreement for Administrative Services with the City of Vacaville
- 6.4 Funds for Benicia Abandoned Vehicle Abatement Program
- 6.5 Executive Director to Sign Amended I-80 Project Management Agreement with Grandy and Associates
- 6.6 Solano Paratransit Quarterly Report
- 6.7 Resolution Supporting Applications for Bay Area Electric Vehicle (EV) Charging Network Grant Program
- 6.8 STA Contribution for Benicia-Martinez Bridge Groundbreaking Ceremony
- 6.9 Appoint Rischa Slade as Alternate Member to Capitol Corridor Joint Powers Board (CCJPB)



**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
April 14, 1999**

**1.0 Call to Order - Confirm Quorum**

A quorum was confirmed.

**2.0 Closed Session Regarding Public Employment to Fill Position the Position of Executive Director**

A Special Closed Session was held from 4:00 p.m. to 6:45 p.m.

**3.0 Reconvene for Regular Meeting**

Chair Slade called the regular meeting to order at 6:45 p.m.

<b>MEMBERS PRESENT:</b>	Jerry Hayes	City of Benicia (Alternate)
	Don Erickson	City of Dixon
	Steve Lessler	City of Fairfield
	Marci Coglianese	City of Rio Vista
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Pete Rey	City of Vallejo (Alternate)

<b>MEMBERS ABSENT:</b>	John Silva	County of Solano
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<b>ALSO PRESENT:</b>	Jim Weddell	CHP-Solano
	Alan Nadritch	City of Benicia
	Morrie Barr	City of Fairfield
	Bernice Kaylin	League of Women Voters
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo
	John Gray	Solano County
	Elizabeth Richards	Solano Commuter Information

Donna Harr	Solano Co. Citizens Land Alliance
Michelle Morris Brubaker	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Joyce Moody	Vacaville Resident
James Williams	Vacaville Resident

#### **4.0 Approval of Agenda**

The agenda was unanimously approved by the STA Board on a motion by Marci Coglianese with a second by Jerry Hayes.

#### **5.0 Interim Executive Director's Report**

Michelle Morris Brubaker updated the Board on the following items:

- STA/SEDCORP Tranny award presentation to be held on May 5 in Sacramento
- Capitol Corridor drawing to be held later in meeting
- I-80 Reliever Route bus tour and May 10 community meeting in Vacaville
- Transportation Steering Committee
- MTC annual Washington DC trip
- Joint Congressional letter for federal earmark for bus purchases

#### **6.0 Comments/Update from Staff, Caltrans and MTC**

Dan Christians requested the Chair to draw two names for the Capitol Corridor contest sponsored by the SolanoLinks Consortium, CCJPB and Amtrak. Chair Slade drew the names of Alvin R. Tiu and Patrick Reubling, both of Suisun City. Matt Todd indicated that the Yolo County Transportation Authority was proposing a summer modification to the Route 30 schedule for the summer, and the matter would be brought back at the next Board meeting. Jim Weddell gave an update on the Highway 12 Safety Corridor Action Plan. He said there will be a corridor-wide enforcement day, currently planned for June 19.

#### **6.1 Presentation by Larry Greene, Air Pollution Control Officer for Yolo-Solano Air Quality Management District**

Larry Greene gave an overhead presentation on the Yolo-Solano Air Quality Management District (YSAQMD). He said they are one of 35 air districts in California governed by a local Board of Directors. Mr. Greene said they are responsible for implementing various federal, state and local air quality laws and regulations. They are in a federal non-attainment area for ozone, and therefore, are required to prepare a State Implementation Plan (SIP). One of their responsibilities is to award approximately \$400,000 each year from the \$4 surcharge from automobile registration fees for the AB 2766/ AB 8 Clean Air Fund program.

Jim Spering asked why Solano is split into two air districts. Larry Greene responded that the federal government originally drew the lines based on air basins. The eastern part of Solano was originally a separate air district, but because of the terrain, was later combined with Yolo County since it was geographically considered part of the Sacramento air basin.

Mr. Greene also said that last year his Board supported Helen Thomson's AB 999 because they felt that the smog check program should be applied consistently between the Sacramento Bay Area and air basins. However, the Governor vetoed this bill.

## **7.0 Opportunity for Public Comments**

There was no public comment.

## **8.1 Consent Agenda**

Rischa Slade requested that item 8.6 be pulled from the Consent Agenda. On a motion by Jerry Hayes with a second by Don Erickson, the STA Board approved the following Consent Agenda items.

- 8.1 Approve Minutes of Meeting of March 10, 1999**
- 8.2 Review Draft Minutes of March 31, 1999 TAC meeting**
- 8.3 Approve Office Lease Agreement**
- 8.4 Authorize Executive Director to Sign Program Supplements**
- 8.5 Approve Solano Paratransit Contract**
- 8.7 Approve State Transit Assistance Program for 1999-00**
- 8.8 Approve Letter Requesting Solano County Fair and Six Flags Marine World to Participate in Maintenance of Solano Bikeway**
- 8.9 Welfare to Work Update**

## **9.1 Approve Policy on STA Budget Reserve**

Dan Christians described the proposed STA Budget Reserve policy that would develop a three month reserve fund based on the STA's annual general operations budget, or 5 percent reserve based on the STA's total annual budget, whichever is greater. This would be approximately \$180,000 based on the STA's 1999-00 budget. The reserve fund would be initiated with about \$30,000 from the expected 1998-99 fund balance after the STA audit is completed this fall.

Jerry Hayes asked why couldn't more of the expected fund balance be added to the reserve. Dan Christians said that the STA Board could add more if they wanted to, but staff was also concerned about having enough unrestricted funding available to cover cash flow needs. Jim Spering said that he liked the reserve policy as proposed. On a motion by Jim Spering with a second by Don Erickson, the proposed STA Reserve Policy was unanimously approved.

## **9.2 Approve STA Budget for FY 1999-00**

Dan Christians presented this item. He said that the STA Budget for 1999-00 includes about a 4

percent increase in TDA and gas tax contributions from member jurisdictions. The budget includes a salary of up to \$92,500 for the new Executive Director. Instead of a cost of living increase for current employees, the budget includes an increase in the STA-paid contribution to the Public Employees Retirement System (PERS) from 3 percent to about 7 percent. The Deputy Director for Projects would receive a 3 percent cost of living increase since she already has an STA-paid contribution of 7 percent. There will also be an initial budget of \$100,000 for the Project Development program to implement priority projects. Most remaining programs will be similar to last year with some fund balances carried forward into next year.

On a motion by Jim Spring with a second by Steve Lessler, the STA Board unanimously approved the STA Budget for 1999-00 as proposed.

### **9.3 Approve 1999-00 Priority Projects**

Michelle Morris Brubaker presented the proposed list of 1999-00 Priority Projects. She said that of the \$100,000 included in the 1999-00 STA Budget, \$75,000 would be allocated to specific projects and \$25,000 would be left in miscellaneous project reserve. On a motion by Jerry Hayes with a second by Jim Spring, the STA Board unanimously approved the proposed 1999-00 Priority Projects.

### **9.4 Approve Resolution Authorizing Submittal of 1999-00 Solano Projects for the Transportation Fund for Clean Air Program**

Dan Christians said that the STA Executive Committee recently met to review all of the applications submitted for the 1999-00 Solano Transportation Fund for Clean Air (TFCA) program. A total of \$326,393 of projects would be recommended to the Bay Area Air Quality Management District (BAAQMD) for funding. On a motion by Don Erickson with a second by Marci Coglianese, the STA Board unanimously approved the attached Resolution authorizing the submittal of the 1999-00 Solano projects for the Transportation Fund for Clean Air program to the BAAQMD.

### **9.5 Approve Travel Safety Program Reserve Projects for TEA-21 Funds**

Matt Todd presented this staff report. He described the process used to develop the list of safety projects to be funded with TEA-21 "75% Program" funds totaling \$594,000. Marci Coglianese said that the traffic signal in Rio Vista should be corrected to read "Gardner Rd./Highway 12." Rischa Slade also indicated that the project at Serna and Monte Vista should be listed as just a crosswalk. Steve asked if the lighted sidewalk proposed in Fairfield will be a lighted sidewalk like the one just built in Suisun City. Matt Todd concurred that it would be the same type. Jerry Hayes asked why the proposed traffic signal on Highway 12 is a Vallejo project instead of a Caltrans project. Matt Todd responded that traffic signals, in this situation, are a shared responsibility between Caltrans and the local jurisdiction.

On a motion by Jim Spring with a second by Don Erickson, the STA Board unanimously approved the Travel Safety Program Reserve Projects for TEA-21 Funds, including the revisions discussed.

## **10.1 Approve Solano Transportation Enhancements Program Guidelines and Call for Projects**

Dan Christians described the proposed guidelines, schedule and selection process proposed for the Solano Transportation Enhancements program. He said that the guidelines would generally follow the MTC TLC/TEA guidelines, but allow for more flexibility and a greater emphasis on projects that implement the Solano Countywide Bicycle Plan. Staff will send out applications to various city and county staffs along with some non-profit organizations. Marci Coglianesi asked if staff knew what local non-profit organizations were certified to apply. Dan Christians said that he didn't know. Michelle Morris Brubaker responded that it would be best for any non-profit group to partner with a city or county because of all the federal and state requirements. Jerry Hayes asked if bike projects would have top priority and if historic preservation projects could also be funded. Staff said that if bicycle projects are proposed, preference would be given to those that implement the Countywide Bicycle Plan. However, it was indicated that historic preservation projects are also eligible for funding.

On a motion by Jerry Hayes with a second by Steve Lessler, the STA Board approved the proposed Solano Transportation Enhancement Guidelines and issued a Call for Projects.

## **11.0 Information Items: Funding Opportunities**

Chair Slade said that she and her city staff were impressed with the funding material and thanked STA staff for their efforts.

### **11.1 1999-2001 Solano Transportation Enhancements Program**

### **11.2 1999-00 BAAQMD Regional Transportation Fund for Clean Air Program**

### **11.3 1999-00 BAAQMD Bay Area Electric Vehicle (EV) Charging Network Grant Program**

### **11.4 1999-00 BAAQMD Clean Air Vehicle Incentive Program (VIP)**

## **12.1 Information on Executive Director Search**

Rischa Slade said that the Board interviewed two finalists for the Executive Director position during the earlier closed session. The committee is in negotiations with one of the candidates and will announce the results at a later date.

## **12.2 Board Members Comments**

Rischa Slade said that the STA had received a thank you card from Sharon Banks who is recovering from a stroke.

## **12.3 Adjournment**

The meeting was adjourned at 7:30 p.m. The next regular meeting is scheduled for May 12, 1999.



**Draft**

**TECHNICAL ADVISORY COMMITTEE  
Minutes of the meeting of  
April 28, 1999**

**1. Call To Order**

Michelle Morris Brubaker called the regular meeting of the Technical Advisory Committee to order at 1:35 P.M. at the STA conference room.

<b>Present:</b>	Gian Aggarwal	City of Vacaville
	Morrie Barr	City of Fairfield
	Otto Bertolero	Suisun City
	Michelle Morris Brubaker	STA
	Julian W. Carroll	Caltrans
	Dan Christians	STA
	Hilmer (Ace) Forsen	Caltrans
	John Gray	Solano County
	Ed Huestis	City of Vacaville
	Lizzie Kemp	MTC
	Gary Leach	City of Vallejo
	Julie Pappa	City of Suisun City
	Elizabeth Richards	Solano Commuter Info
	Michael Throne	City of Benicia
	Matt Todd	STA

**2. Approval of Agenda**

The agenda was approved as presented.

**3. Approval of Minutes of March 31, 1999**

On a motion by Gary Leach with a second by John Gray the minutes were approved as submitted.

**4. Opportunity for Public Comment**

Lizzie Kemp from MTC introduced herself and said that since Yvette Pierre had left MTC, she

would be Solano's liaison until a permanent replacement could be found. She said that she was taking David Murray's position since he transferred to another section at MTC. She passed around her business card and offered her assistance. Her phone number is (510) 464-7804.

#### **5. Comments From Staff, Caltrans, MTC**

Michelle Morris Brubaker discussed the results of MTC's Transportation for Livable Communities/ Transportation Enhancements Program. She said that there were about \$82 million in applications and only about \$9 million in funding. The draft project list includes a downtown streetscape enhancement project for Suisun City.

#### **6. Consortium Update**

Matt Todd provided an update of the SolanoLinks Consortium. Major items included hearing a report on their spring marketing program; approving a Work Program for 1999-00; accepting a report on the proposed Route 85 Extension from Fairfield-Vacaville; and recommending modifications to the Citylink Route 30 bus service for the summer to the STA Board.

### **ACTION ITEMS**

#### **7. Revised Dixon-Davis Bike Route PSR and South Countywide Bicycle Plan Update**

Dan Christians said that the Bicycle Advisory Committee had prepared these two plans during the past six months. He described the major proposals for each report and recommended that the TAC approve the plans and send them on to the STA Board for incorporation into the Countywide Bicycle Plan. Gary Leach said that the wording in the staff report made it sound like City of Vallejo was required to do a new Bicycle Master Plan. Dan said that although it wasn't required, the BAC did suggest that a new Bicycle Master Plan be prepared since this South County study could not address all local bike route issues. However, Dan said he would change the wording for the Board packet since it was only a suggestion and was not mandatory.

Ace Forsen asked if the Dixon-Davis Bike Route included any portion of the Caltrans right-of-way, and Dan said it would include a small portion of their right-of-way, south of the South Fork of Putah Creek. Julian Carroll said that the plan was a great effort by the committee.

On a motion by Michael Throne with a second by John Gray, the TAC approved the revised Dixon-Davis Bike Route PSR and South Countywide Bicycle Plan Update as supplements to the Countywide Bicycle Plan and forwarded it on to the STA Board for approval.

#### **8. Benicia Abandoned Vehicle Abatement Program**

Matt Todd presented this report and said that City of Benicia had requested the release of their balance of \$11,438.26 from the Benicia AVA program toward the purchase of a vehicle used for their program. Ed Huestis suggested that they consider leasing an electric vehicle. On a motion by Michael Throne with a second by John Gray, the TAC unanimously approved the City of Benicia's request and forwarded it to STA Board for approval.

## **9. Amend Project Management Consultant Contract for I-80 Reliever Route**

Michelle Morris Brubaker presented this report and said that the agreement with Grandy and Associates had expired on March 31, 1999. Because of some technical delays getting federal funds for the project, Michelle recommended that an additional \$3,000 from miscellaneous project development funds be added to this contract through May 31, 1999. However, an additional \$10,500 from lobbying item was also available if more funds are needed for these services. John Gray said that Bob Grandy's services had been excellent and suggested that \$5,000 be approved for this contract amendment. Michael Throne suggested that the contract amendment extend through June 30, 1999.

On a motion by John Gray with a second by Gian Aggarwal, the TAC approved an additional \$5,000 for Grandy and Associates for the I-80 Reliever Route Project Management services contract through June 30, 1999, and forward it on to the STA Board for approval.

## **INFORMATION ITEMS**

### **10. Schedule for 1999 Congestion Management Program and Traffic Model Update**

Dan Christians presented a proposed schedule for the preparation of the 1999 CMP. He said that the CMP model update was almost completed and in about a month he would be requesting level of service calculations for the CMP roadway network. Gian Aggarwal asked if the CMP was mandatory. Dan said that either the CMP or something comparable would need to be prepared as part of the federal STP Planning grant requirements. Lizzie Kemp agreed that certain elements such as a priority project monitoring program and a seven year capital improvement program would be required whether the STA prepared a CMP or not. At the current time, the STA is required to prepare a CMP.

### **11. Highway 12 Corridor Safety Study**

Matt Todd presented a list of Highway 12 improvements that were proposed as part of the Highway 12 Safety Corridor Action Plan. Otto Bertolero asked for some clarifications on some of the proposed Highway 12 safety improvements in Suisun City.

### **12. Update on Applications for Electric Recharging Stations Request for Infrastructure Program Funds**

Dan Christians updated the TAC on the cost estimates and applications being prepared for various key sites for this program. He said that the final deadline was May 14, and he would be submitting all completed applications by that date.

### **13. Update on Solano Transportation Enhancements Program Guidelines and Call for Projects**

Dan Christians described the Solano Transportation Enhancements Program application packets that were recently sent out to all TAC members. He reminded everyone that May 14 was the application deadline.

### **14. Adjournment**

The meeting was adjourned at about 2:15 p.m. The next meeting will be on May 26, 1999 at 1:30 p.m.

May 12, 1999



DATE: May 4, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: City of Vacaville Administrative Services

The City of Vacaville proposes to continue to provide financial, benefit management and legal services to the STA for fiscal year 1999-00. The 1999-00 budget approved by the STA in May reflects the following proposed services and costs:

- Financial services (accounting, payroll, etc.) \$26,780
- Benefit management \$ 5,300
- Legal services \$ 4,400 (\$88 per hour)
- TOTAL \$36,480

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

Fiscal Impact

None. The 1999-00 STA budget includes funds for administrative services.

Recommendation

Approve the proposed contract for \$36,480 for administrative services with the City of Vacaville for fiscal year 1999-00.

Attachment

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

**THIS AGREEMENT** is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 1999, by and between the SOLANO TRANSPORTATION AUTHORITY (hereinafter "STA") and the City of Vacaville (hereinafter "CITY").

W I T N E S E T H

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

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

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

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

**1. SCOPE OF SERVICES**

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

**2. CITY'S PERSONNEL AND WORKING RELATIONSHIP WITH STA**

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

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

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

### **3. COMPENSATION**

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

### **4. METHOD OF PAYMENT**

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

### **5. RECORDS**

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

### **6. PRIOR AGREEMENTS, AMENDMENTS AND MODIFICATIONS**

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

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

## **7. TERMINATION**

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

## **8. HOLD HARMLESS**

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

## **9. TERM OF AGREEMENT**

The term of this AGREEMENT shall be from July 1, 1999 to June 30, 2000, subject to the provisions of section 7 of this AGREEMENT (termination).

## **10. GOVERNING LAW**

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

## **11. VENUE**

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

**12. WAIVER**

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

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

**SOLANO TRANSPORTATION AUTHORITY**

By Chairperson: \_\_\_\_\_

**COUNTY OF SOLANO**  
By Mayor, City of Vacaville

\_\_\_\_\_

**REVIEWED AND RECOMMENDED FOR APPROVAL**

By Executive Director, Solano Transportation Authority

\_\_\_\_\_

By City Manager, City of Vacaville

\_\_\_\_\_

By Finance Manager, City of Vacaville

\_\_\_\_\_

By Director of Administrative Services, City of Vacaville

\_\_\_\_\_

By City Attorney, City of Vacaville

\_\_\_\_\_



DATE: May 3, 1999  
TO: STA Board  
FROM: Matt Todd  
RE: Approve Funds for Benicia Abandoned Vehicle Abatement Program

The STA administers the Abandoned Vehicle Abatement (AVA) program for Solano County. Under the current legislation and allotment rules of the Solano Abandoned Vehicle Abatement Program, all funds received from the program are spent in the same fiscal year.

Under the rules during the initial years of the program, the STA was allowed to keep a jurisdiction's unexpended funds as a balance, if they had not incurred expenses against it. The City of Benicia has a fund balance of \$11,438.26 in the STA accounts.

AVA funds can be used to reimburse the jurisdictions that participate in this program for operational and some capital costs that occur to carry out the abatement of abandoned vehicles. Benicia has requested that their fund balance be applied towards the replacement of the vehicle used by the city's employees who have the primary responsibility for abating abandoned vehicles in Benicia.

#### Fiscal Impact

None. The use of these AVA funds is included in the STA 1998-99 budget.

#### Recommendation

Approve the release of the Benicia AVA program fund balance of \$11,438.26 to Benicia toward the replacement of the vehicle used for the vehicle abatement program.

Attachment

**BENICIA POLICE DEPARTMENT**

200 East "L" Street \* Benicia, CA 94510

(707) 745-3412 \* Fax 746-0131

April 13, 1999

Mr. Matt Todd  
Solano Transportation Authority

Mr. Todd:

This letter is to inform you that the Benicia Police Department would like to obtain and use the \$11,438.26 available to us through your program. These funds would be used to replace the vehicle currently used exclusively by one of our non-sworn employees who has the primary responsibility for abandoned vehicles/vehicle abatement within our city. We determined that our current needs could be satisfied by a Ford F-250 Pick-up truck. We obtained three bids, the lowest of which was from Wilson Cornelius Ford in Vallejo at a cost of \$16,996.39.

The vehicle in question is a 1990 Chevrolet Cheyenne pick-up which was acquired used from another municipality in July 1993. This vehicle has just over 125,000 miles on it and since its acquisition has undergone numerous repairs, including having the frame welded on two occasions when cracks appeared threatening to collapse the vehicle in half, there have also been numerous problems with the brakes including an entire brake system rebuild, several transmission repairs and other miscellaneous frequent and costly repairs and replacement of parts in order to keep it in running condition. This vehicle is the primary transportation for our vehicle abatement officer and is used by him daily to complete all of his assigned duties.

If any further information is needed in this matter please do not hesitate to call me at the number below. Thank you for your attention in this matter,

A handwritten signature in black ink that reads "Kenneth T. Davena".

Lt. Kenneth T. Davena

(707) 746-4260

**"QUALITY POLICING - COMMITTED TO YOU"**



DATE: May 4, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Amend Project Management Consultant Contract for I-80 Reliever Route

The STA has secured \$28 million in state and federal funds for the I-80 Reliever Route project and is in the process of implementing the first five stages of the project. In July 1998, the STA Board approved a contract with Grandy & Associates to assist STA staff with managing the project.

The initial agreement with Grandy & Associates was a three-month contract for \$12,000 funded with project development funds. The project development funds were provided as a bridge until the state and federal funds could be accessed to fund ongoing project management activities. In November 1998, the STA Board approved an additional \$10,000 in 1998-99 project development funding for the I-80 Reliever Route project for the period from November 1998 to January 1999. In January 1999, state and federal funds were still not available, so the STA approved an extension of this contract until March 31, 1999, with no additional funds.

Originally, the project was delayed because Caltrans/FHWA had not approved a TIP amendment containing the support costs for the project. This TIP amendment was approved in February. In March, the California Transportation Commission approved a request for authorization of funds for the Reliever Route project. At the time of the TAC meeting, the STA still had not received notice from Caltrans authorizing us to proceed.

Because of continued delays, the TAC recommends that \$5,000 in project development funds be provided to extend the project management contract with Grandy & Associates to June 30, 1999, when state/federal funds will be available. This \$5,000 in project development funds would be transferred from the following sources: \$3,000 from miscellaneous project development and \$2,000 remaining from the federal lobbying item. An amended project development list is attached.

#### Fiscal Impact

The 1998-99 STA budget would be amended to transfer \$5,000 in Project Development funds to implementation of the I-80 Reliever Route project.

#### Recommendation

Approve the transfer of \$5,000 in 1998-99 project development funding from miscellaneous project development (\$3,000) and federal lobbying (\$2,000) to implementation of the I-80 Reliever Route and authorize the Executive Director to amend the contract with Grandy & Associates for project management to add up to \$5,000 and extend the contract to June 30, 1999.

**STA Project Development Fund  
Proposed 1998-99 STA Priority Projects  
(listed in alphabetical order)**

Project	1998-1999 PD Funds (Adopted)	1998-1999 PD Funds (Proposed)
Benicia-Martinez and Carquinez Bridge Projects		
Capitol Corridor	\$5,000	\$5,000
Electric Vehicles and Recharging Facilities Program	\$5,000	\$5,000
Federal Lobbyist	\$15,000	<b>\$12,000</b>
Highway 12 Improvements		
Highway 37 Project		
I-80/680 Auxiliary Lanes		
I-80 Reliever Route – Corridor Concept Plan	\$15,000	\$15,000
I-80 Reliever Route – Implementation	\$22,000	<b>\$27,000</b>
Intercity Transit Plan – Implementation		
Mare Island Access Study	\$10,000	\$10,000
Miscellaneous Project Development	\$3,000	<b>\$0</b>
Red Top Slide/McGary Road		
Solano Bike Route Plan – Implementation	\$19,971	\$19,971
Solano Bikeway (along I-80 in Vallejo)	\$10,000	\$10,000
Solano Transportation Plan – Implementation	\$10,000	\$10,000
Travel Safety Study – Implementation	\$25,000	\$25,000
Vacaville CNG Facility		
PROJECT NOT INCLUDED IN 1999-00 LIST:		
<b>TOTAL</b>	<b>\$139,971</b>	<b>\$139,971</b>

Note: Proposed changes are shown in bold print.



DATE: May 3, 1999  
TO: STA Board  
FROM: Matt Todd  
RE: Review Solano Paratransit Quarterly Report

Operating statistics and other information through March 1999 is included in the attached spreadsheet.

Fiscal Impact

None

Recommendation

No recommendation; this is an information item only.

Attachment

**Solano Paratransit, FY 1998-1999**  
**Monthly Data and Performance Report**

Month	Total Monthly Passngrs							Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/ Revenue Vehicle Hour	Denials	Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
	Dix	FF	Rio	Sui City	Vaca	Coun										
Jul	537	54	197	0	57	189	40	141	26.3%	395	1.36	0	\$16,875	\$1,155	\$15,720	6.8%
Aug	504	30	185	0	43	213	33	161	31.9%	340	1.48	1	\$14,533	\$990	\$13,544	6.8%
Sep	814	38	323	0	82	347	24	279	34.3%	524	1.55	0	\$22,398	\$1,724	\$20,675	7.7%
Oct	776	36	279	0	88	345	28	282	36.3%	515	1.51	0	\$22,007	\$1,642	\$20,365	7.5%
Nov	674	33	239	0	71	294	37	277	41.1%	438	1.54	0	\$18,739	\$1,390	\$17,349	7.4%
Dec	624	31	239	0	49	276	29	250	40.1%	456	1.37	0	\$19,516	\$1,294	\$18,222	6.6%
Jan	596	24	146	0	108	279	39	184	30.9%	377	1.58	0	\$16,133	\$1,287	\$14,846	8.0%
Feb	792	13	282	0	110	363	24	327	41.3%	424	1.87	0	\$18,142	\$1,618	\$16,524	8.9%
Mar	882	16	372	0	115	354	25	340	38.5%	514	1.72	0	\$21,974	\$1,942	\$20,033	8.8%
Apr	0															
May	0															
Jun	0															
<b>TOTAL</b>	6,199	275	2,262	0	723	2,660	279	2,241	36.2%	3,983	1.56	1	\$170,318	\$13,041	\$157,277	7.7%
<b>YTD AVG</b>	689	31	251	0	80	296	31	249	36.2%	443	1.56	0	\$18,924	\$1,449	\$17,475	7.7%
<b>ANNUALIZED</b>	8,265	367	3,016	0	964	3,547	372	2,988	36.2%	5,311	1.56	1	\$227,091	\$17,388	\$209,703	7.7%

**Solano Paratransit, FY 1997-1998**  
**Monthly Data and Performance Report**

Month	Total Monthly Passngrs							Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/ Revenue Vehicle Hour	Denials	Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
	Dix	FF	Rio	Sui City	Vaca	Coun										
Jul	777	2	297	2	167	256	53	362	46.6%	452	1.72	0	\$18,550	\$1,528	\$17,022	8.2%
Aug	785	8	266	0	158	293	60	382	48.7%	460	1.71	0	\$18,878	\$1,666	\$17,212	8.8%
Sep	938	16	368	0	178	338	38	471	50.2%	524	1.79	0	\$21,528	\$1,942	\$19,585	9.0%
Oct	903	24	324	0	144	368	43	481	53.3%	548	1.65	0	\$22,493	\$1,886	\$20,606	8.4%
Nov	680	13	239	0	98	292	38	338	49.7%	456	1.49	0	\$18,745	\$1,442	\$17,302	7.7%
Dec	718	11	206	0	122	343	36	373	51.9%	514	1.40	0	\$21,097	\$1,614	\$19,483	7.6%
Jan	588	12	123	4	100	312	37	306	52.0%	455	1.29	0	\$18,674	\$1,330	\$17,344	7.1%
Feb	664	15	159	0	104	364	22	355	53.5%	478	1.39	0	\$19,628	\$1,446	\$18,182	7.4%
Mar	799	34	191	0	122	436	16	401	50.2%	551	1.45	0	\$22,649	\$1,721	\$20,928	7.6%
Apr	621	28	174	0	62	326	31	251	40.4%	448	1.39	0	\$18,394	\$1,333	\$17,061	7.2%
May	529	27	176	0	38	274	14	191	36.1%	400	1.32	0	\$16,446	\$1,118	\$15,329	6.8%
Jun	493	30	102	0	33	296	32	136	27.6%	367	1.34	1	\$15,070	\$917	\$14,153	6.1%
<b>TOTAL</b>	8,495	220	2,625	6	1,326	3,898	420	4,047	47.6%	5,651	1.50	1	\$232,151	\$17,943	\$214,208	7.7%
<b>YTD AVG</b>	708	18	219	1	111	325	35	337	47.6%	471	1.50	0	\$19,346	\$1,495	\$17,851	7.7%
<b>ANNUALIZED</b>	8,495	220	2,625	6	1,326	3,898	420	4,047	47.6%	5,651	1.50	1	\$232,151	\$17,943	\$214,208	7.7%



DATE: May 5, 1999  
TO: STA Board  
FROM: Dan Christians  
RE: Approve Resolution Supporting Applications for Bay Area Electric Vehicle (EV)  
Charging Network Grant Program

To date, the STA has received cost estimates from Edison EV, our advisor, for the following electric charging station sites:

**Vallejo Ferry Terminal**

Option 1 - new parking lot (across from ferry terminal)	\$24,575
Option 2 - near ferry terminal	\$29,125

**Benicia City Hall**

\$ 7,872

The STA would also like to submit as many of the following applications to the Bay Area Electric Infrastructure Program.

Applications will be submitted for all projects having cost estimates and complete project descriptions.

**Fairfield City Hall**

**Suisun City Hall**

**Vallejo City Hall**

**Solano County Fleet Operations**

**STA offices (or adjacent site)**

**Old San Francisco Express Restaurant**

Additional cost estimates have been requested from both Edison EV or Sacramento Municipal Utility District (SMUD), but there have been some technical delays in securing cost estimates for these other sites.

The list of applications will be finalized by May 14, the submittal deadline this year. Edison EV is also in the process of requesting matching funds from the major automotive manufacturers (i.e. GM, and Ford). Any sites not totally funded with this funding source may be considered for TFCA Program Manager Funds, which will become available effective July 1. The STA Board recently approved \$30,000 for that program.

**Recommendation**

Approve the attached Resolution supporting applications for Bay Area Electric Vehicle (EV) Charging Network Grant Program.

Attachment

**RESOLUTION 99-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
SUPPORTING APPLICATIONS FOR BAY AREA ELECTRIC VEHICLE (EV)  
CHARGING NETWORK GRANT PROGRAM**

**WHEREAS**, the Solano Transportation Authority has approved the Electric Vehicles and Electric Infrastructure Program as a priority project; and

**WHEREAS**, the STA, its member agencies and the private sector have shown a significant interest in using electric vehicles in their city and county fleets and making electric charging units accessible to the public; and

**WHEREAS**, the STA and its member agencies are interested in installing at least two electric charging units (one conductive and one inductive unit) at each of the subject member agency sites during the next year; and

**WHEREAS**, the attached list of proposed sites is submitted for the 1999-00 program year, subject to completion of cost estimates and applications (Attachment A); and

**WHEREAS**, matching funding will also be requested from major electric vehicle auto manufacturers for key corridor sites; and

**WHEREAS**, the STA will match some priority charging sites with available Transportation Fund for Clean Air Program (TFCA) funds, as necessary.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby supports the attached applications for Bay Area Electric Vehicle (EV) Charging Network Grant Program.

---

Rischa Slade, Chair  
Solano Transportation Authority

I, MICHELLE MORRIS BRUBAKER, the Solano Transportation Authority Interim Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of May, 1999.

---

Michelle Morris Brubaker  
Interim Executive Director  
Solano Transportation Authority

## Attachment A

### 1999-00 Solano Applications for Bay Area Electric Vehicle (EV) Charging Network Grant Program

#### Vallejo Ferry Terminal

Option 1 - new parking lot	\$24,575
Option 2 - near terminal	\$29,125

#### Benicia City Hall

\$ 7,872

#### Other Proposed Sites (subject to completion of cost estimates and applications):

Fairfield City Hall  
Suisun City Hall  
Vallejo City Hall  
Solano County Fleet Operations  
STA offices (or adjacent site)  
Old San Francisco Express Restaurant



DATE: May 4, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Approve STA Contribution for Benicia-Martinez Bridge Groundbreaking Ceremony

With work scheduled to begin this summer on the new Benicia-Martinez Bridge, the STA is planning a groundbreaking ceremony for the new bridge, together with the Contra Costa Transportation Authority, Caltrans, the City of Benicia and MTC's Bay Area Toll Authority (BATA). The ceremony is scheduled for July 8, beginning at 9:00 a.m. The Contra Costa Transportation Authority (CCTA) has agreed to contribute \$1,000 to cover expenses for the groundbreaking ceremony, and has requested that the STA contribute the same.

Staff recommends that the STA contribute up to \$1,000 towards the Benicia-Martinez Bridge groundbreaking event.

Fiscal Impact

\$1,000 would be allocated for this event from the operations services and supplies category in the 1999-00 STA budget.

Recommendation

Approve the allocation of up to \$1,000 for the Benicia-Martinez Bridge groundbreaking ceremony.



DATE: May 5, 1999  
TO: STA Board  
FROM: Dan Christians  
RE: Appoint Rischa Slade as Alternate Member to Capitol Corridor Joint Powers Board (CCJPB)

The Capitol Corridor Joint Powers Board (CCJPB) became an independent agency from the state on July 1, 1998. The Board is made up of two representatives from eight counties including Solano, Placer, Yolo, Contra Costa, Alameda, San Francisco, Alameda and Santa Clara and representatives from the BART Board. The STA has appointed two Solano representatives and they are Jim Spering, Mayor of Suisun City, and Jerry Hayes, Mayor of Benicia.

The CCJPB's regular meetings are usually held every other month at the Suisun City Hall, and once or twice a year, they plan to meet at other locations. The CCJPB has been very busy implementing its fifth and sixth trains recently, and plans for a seventh train are scheduled to begin later this fall, subject to funding in the Governor's budget. The CCJPB recently prepared a new Business Plan for 1999-00 but did not have a quorum (i.e. 11 members) to act on this plan.

Many of the agencies have appointed an alternate Board member to ensure a quorum at each meeting.

Recommendation

Appoint Rischa Slade as the Alternate Member to the Capitol Corridor Joint Powers Board (CCJPB).



DATE: May 4, 1999  
TO: STA Board  
FROM: Rischa Slade  
RE: Appoint Executive Director and Authorize Chair to Sign Personnel Services Contract

The STA Board has selected Daryl K. Halls to be the new Executive Director for the STA. He is from Southern California and previously has worked in policy development and legislative service for the Orange County Division of the League of California Cities. Effective on the start date for Daryl Halls, Michelle Morris Brubaker will return to the position of Deputy Director for Projects. A copy of the personnel services agreement, including annual salary and start date, will be provided at the meeting.

Fiscal Impact

The 1998-99 and 1999-00 STA budgets include funds for the new Executive Director's salary.

Recommendation

Appoint Daryl K. Halls to be the new Executive Director for the STA, and authorize the Chair of the STA to sign a personnel services contract with him. Michelle Morris Brubaker will return to the position of Deputy Director for Projects under the terms of her previous personnel services agreement.



DATE: May 4, 1999  
TO: STA Board  
FROM: Stacy Medley  
RE: Authorize Executive Director to Executive Contract to Prepare 1998-99 STA Audit

The contract with our previous auditors will expire at the end of the 1998-99 fiscal year. Michelle Morris Brubaker, Dawn VanGorden, Accountant with City of Vacaville, and myself will be conducting an interview with the potential candidate on May 5.

The name of the auditor chosen will be presented at the meeting, along with their qualifications and why they were selected.

Fiscal Impact

None. The cost has already been approved in the 1999-00 budget.

Recommendation

Authorize the Executive Director to sign a three-year contract, with two additional optional years with the selected auditor to prepare STA's audits.



DATE: May 4, 1999  
TO: STA Board  
FROM: Dan Christians  
RE: Approve Resolution Incorporating Dixon-Davis Bike Route PSR and South Bicycle Update as Supplements to Countywide Bicycle Plan

On April 1 and April 28 respectively, the Bicycle Advisory Committee and Technical Advisory Committee approved the following two supplemental studies related to the Countywide Bicycle Plan:

Revised Dixon-Davis Bike Route Project Study Report

In the 1996 Dixon Davis Bike Route Project Study Report (PSR), a Class 1 bike route was proposed along the Union Pacific Railroad right-of-way. That report was recently revised with two additional options:

- 1) A Class 1 route along Pedrick Road (from Vaughn Road to Sparling Road/I-80), a Class 2 or Class 3 Route north along Sparling, and a Class 1 route along the South Putah Creek levee, connecting to the Old Davis Road Class 2 route about to commence construction by Solano County (Figure 1).
- 2) A Class 2 route on Vaughn Road from the Dixon City limit line (from Pedrick Road to Runge Road), north along Runge Road, east along Tremont Road, and north on Old Davis Road to I-80 (Figure 2).

In the past few months Option 2 has become the preferred alignment and \$871,000 of Eastern Solano CMAQ funds was recently approved by the STA Board for the Vaughn Road portion of this route. The STA has also been approved for two YSAQMD Clean Air grants totaling \$70,000 for the Old Davis Road portion of this route and recently submitted an additional YSAQMD application for \$50,000 to match the Eastern Solano CMAQ funds for Vaughn Road.

South Countywide Bicycle Plan Update

For the past six months, a subcommittee of the Solano Bicycle Advisory Committee has been updating the southern portion of the Solano Countywide Bicycle Plan. The major proposals of this update are summarized as follows:

- 1) Construct a new bikeway crossing of I-80 at Turner Parkway, proposed as part of a new roadway overcrossing in Vallejo (Figure 4).

- 2) Provide new bikeway linkages between Central and Northern Vallejo, generally between the Redwood Boulevard interchange and Highway 37 (Figure 5).
- 3) Complete a major gap in the Bay and Ridge Trails along Carquinez Straits in Vallejo by extending an unpaved pathway along Caltrans right-of-way to an undercrossing of I-80 adjacent to Sonoma Blvd. If this alignment isn't acceptable to Caltrans then two additional more easterly alignments, connecting to Magazine Street, were also studied (Figure 6).
- 4) Complete remaining gaps of the Bay and Ridge Trails in Vallejo between Elliott Cove and Glen Cove, extending into the Benicia State Park (Figure 7).
- 5) Develop a new bike and pedestrian connection into the Benicia State Park from Columbus Parkway, including a new bridge over I-780 (Figure 9).
- 6) Improve the bike route access along Park Road in Benicia to the new Benicia-Martinez Bridge bike route connecting to the Camel Barn and the Clock Tower and to First Street in downtown Benicia (Figure 10).
- 7) Develop a new bike path or trail along the east side of I-680 between Goodyear and Ramsey Roads to provide a lower traffic volume route for bicyclists (Figure 11).
- 8) Construct a new Class 1 route on the south side of Highway 12 through Jamison Canyon, between Highway 29 and Red Top Road (Figure 12).
- 9) Improve maintenance of bicycle facilities in Solano.
- 10) Improve on and off-road bicycle connections between destinations in Solano.

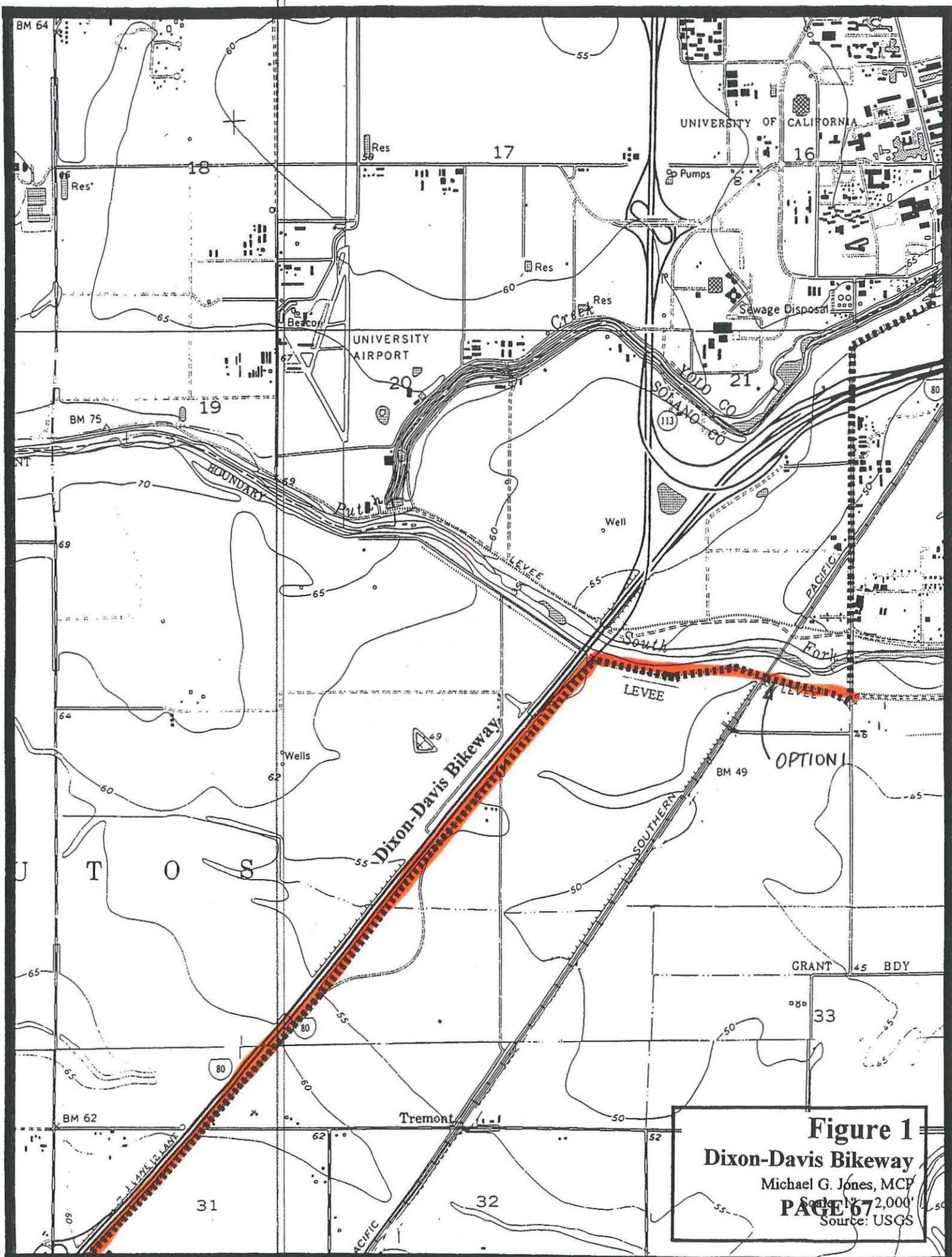
This update is intended to assist south county jurisdictions in determining the highest priority projects that could qualify for various federal and state funding grants. In some areas (such as the various alternative local linkages studied for City of Vallejo) the bicycle committee suggested that additional local bicycle planning studies be conducted by the local jurisdiction.

Complete copies of both these reports have been included in the Board member packets.

#### Recommendation

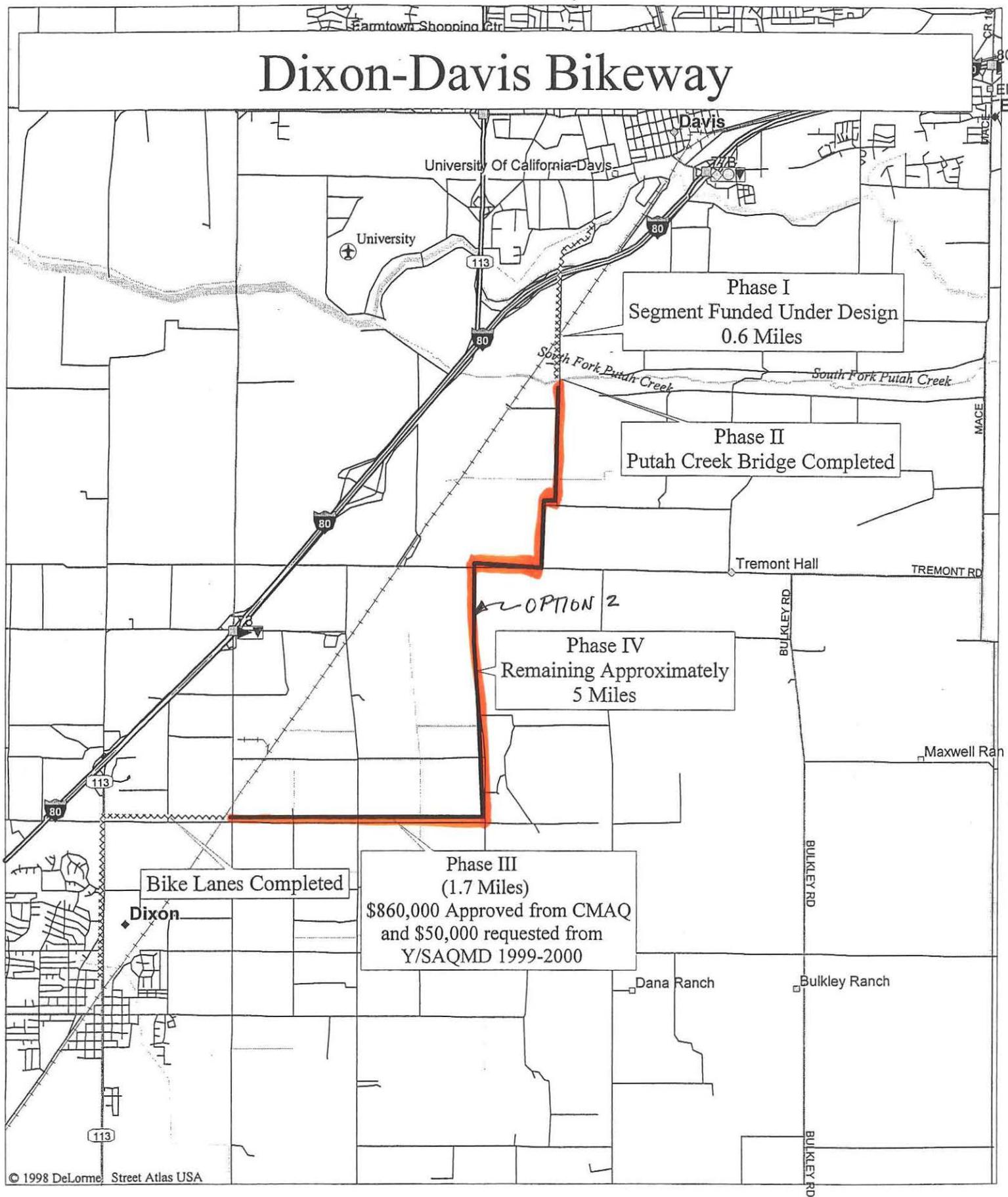
Approve the attached Resolution incorporating the Dixon-Davis Bike Route PSR and South County Bicycle Plan Update as supplements to the Solano Countywide Bicycle Plan.

#### Attachments



**Figure 1**  
**Dixon-Davis Bikeway**  
 Michael G. Jones, MCF  
 Scale: 1" = 2,000'  
**PAGE 67**  
 Source: USGS

# Dixon-Davis Bikeway



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Figure 2

Scale 1:62,500 (at center)

1 Miles

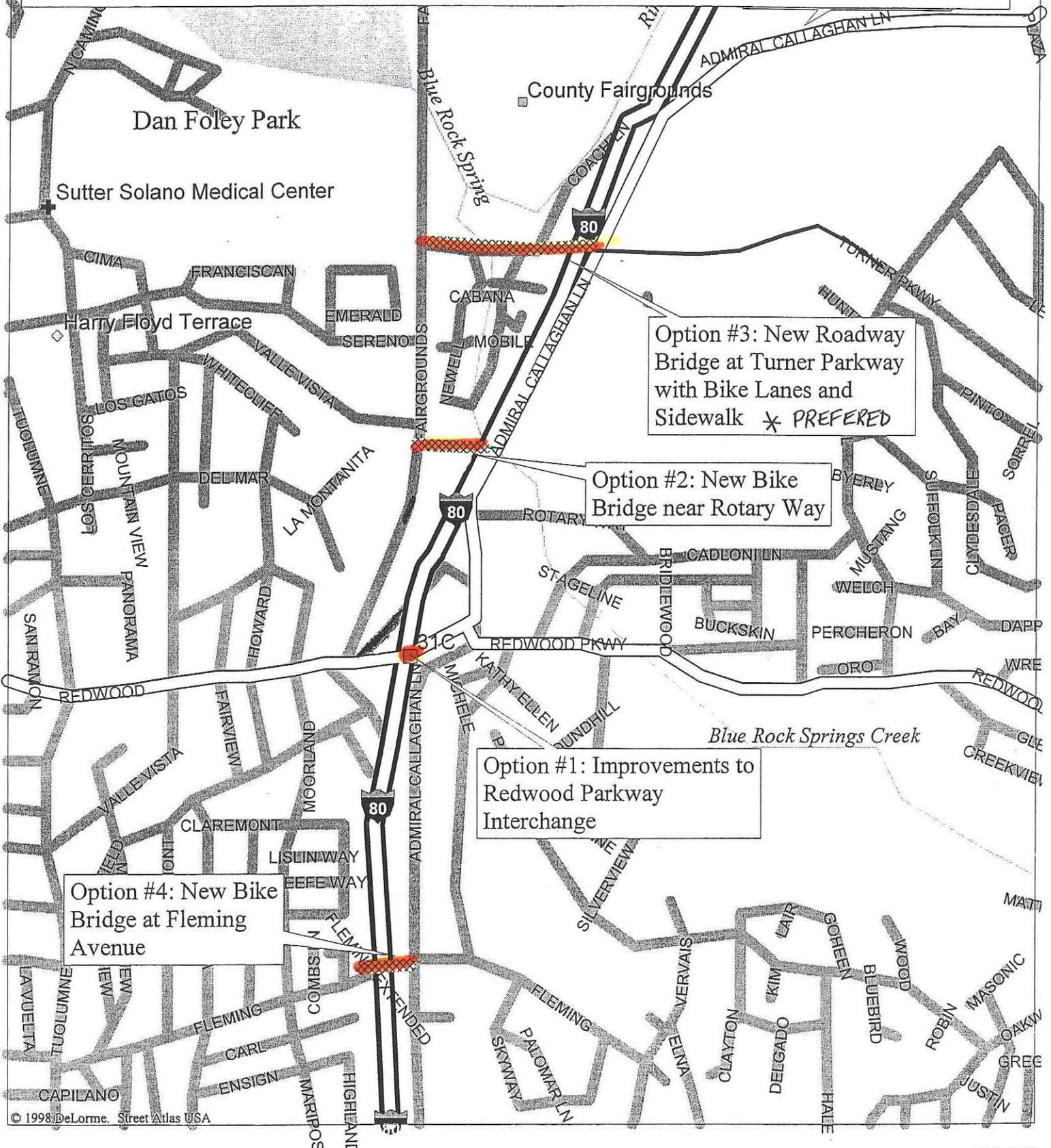
2 KM

Local Road  
Exit/Gas

alta  
PAG

# I-80 Bikeway Crossings

Project # 1



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**Figure 4**

Scale 1:10,938 (at center)

1000 Feet

200 Meters

-  Local Road
-  Interstate/Limited Access



# S.R. 37-West Bikeway Linkages

Project #2

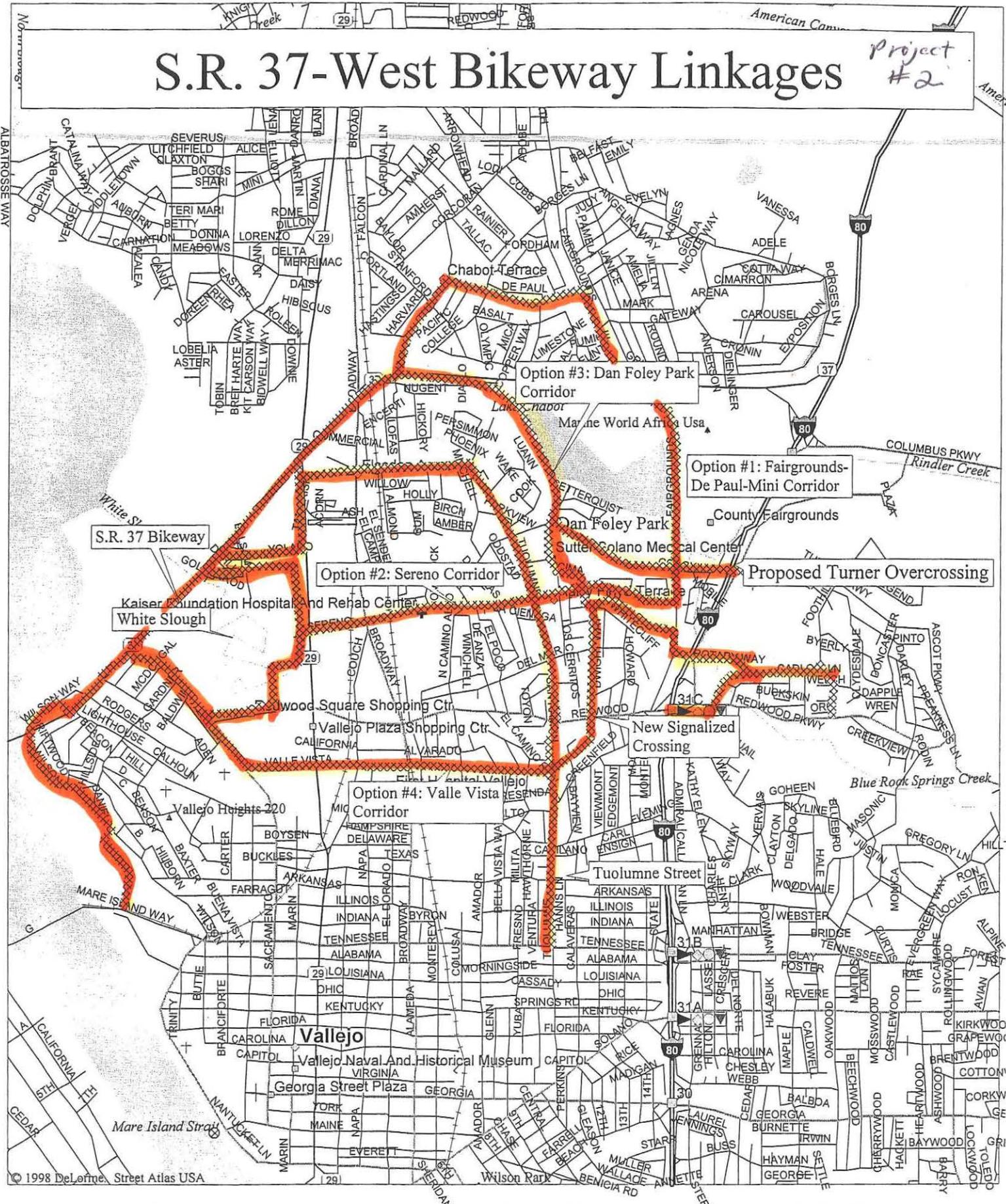
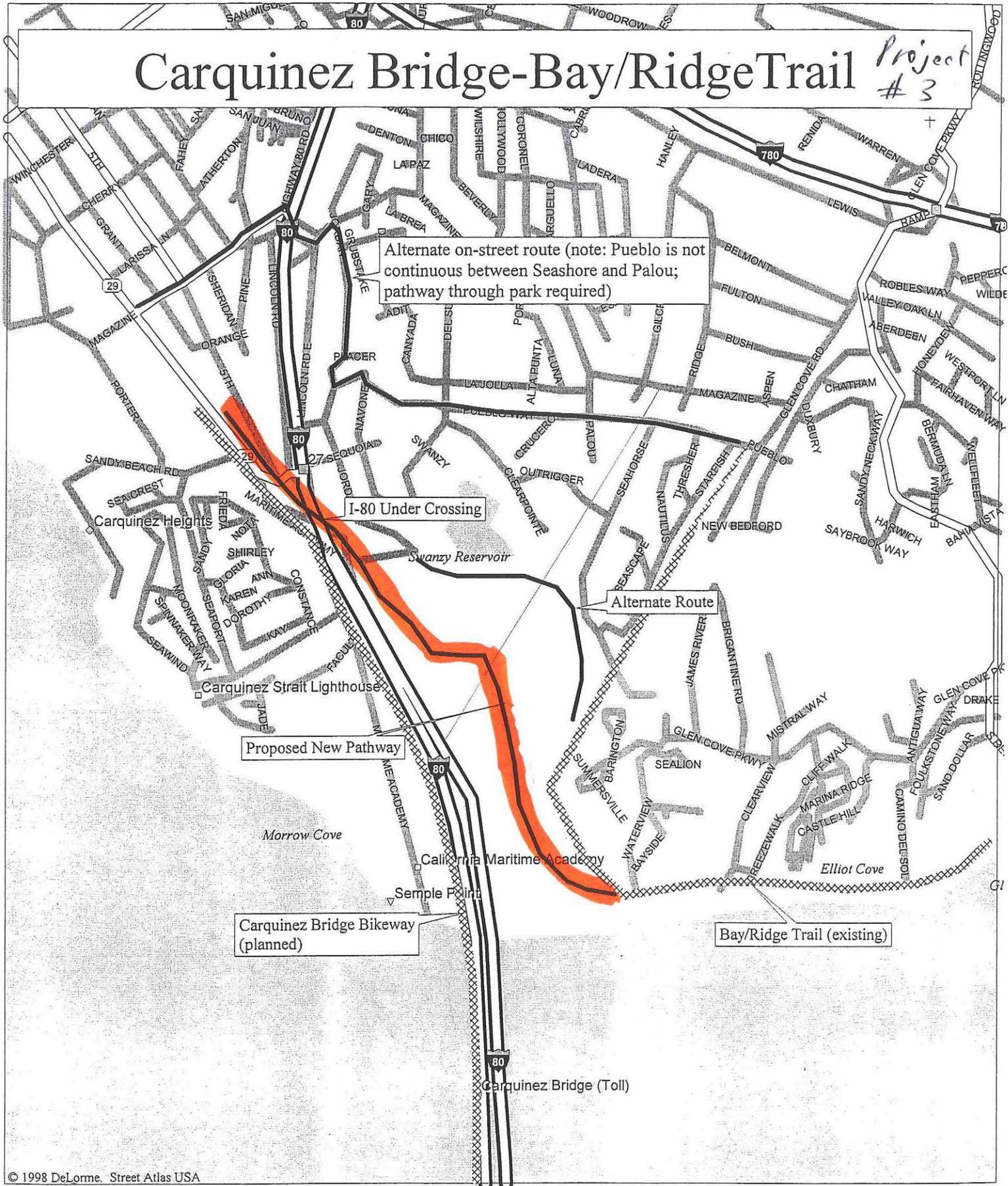


Figure 5

Scale 1:31,250 (at center)  
 2000 Feet  
 1000 Meters

— Local Road  
 — Primary State Route

# Carquinez Bridge-Bay/Ridge Trail Project #3



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**Figure 6**

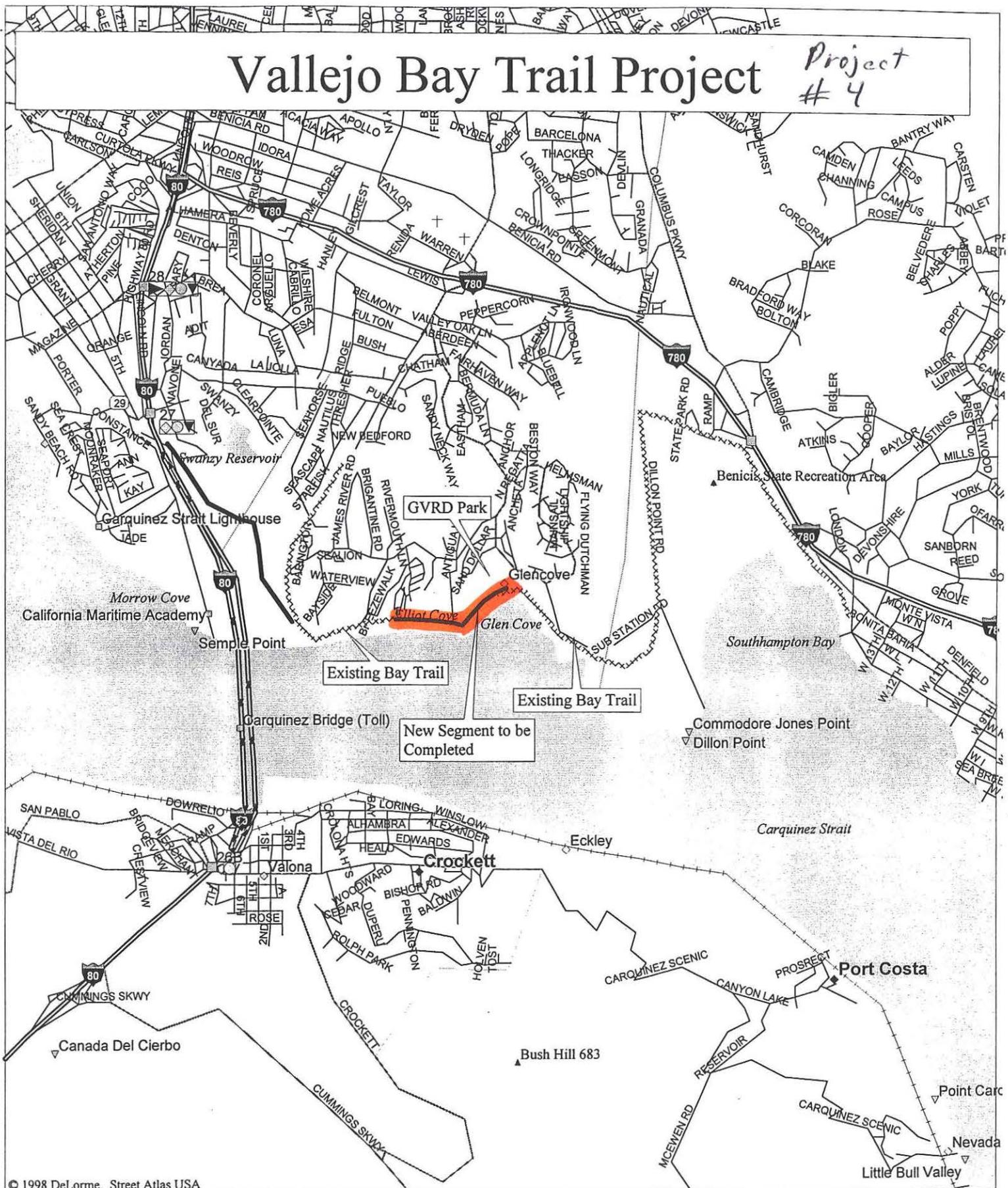
Scale 1:15,625 (at center)  
 1000 Feet  
 500 Meters

— Local Road  
 — Primary State Route

**alta**  
**PAG**

# Vallejo Bay Trail Project

Project #4



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Figure 7

Scale 1:31,250 (at center)

2000 Feet

1000 Meters

- Local Road
- Primary State Route

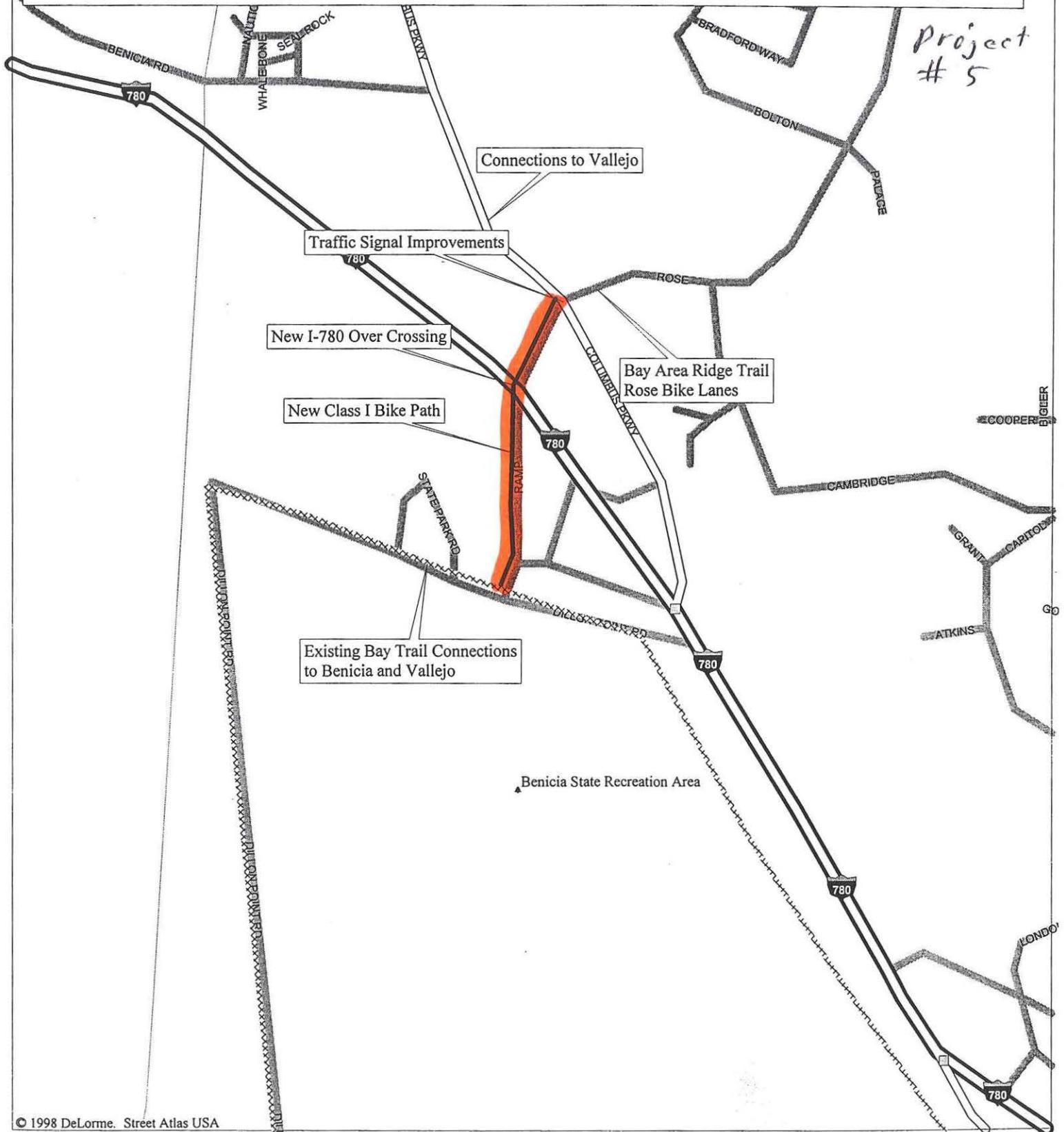
alta

PAGE 1

CLASSIFIED DOCUMENTS

# Benicia State Recreation Area Gateway

Project # 5



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Figure 9

Scale 1:7,812 (at center)

500 Feet

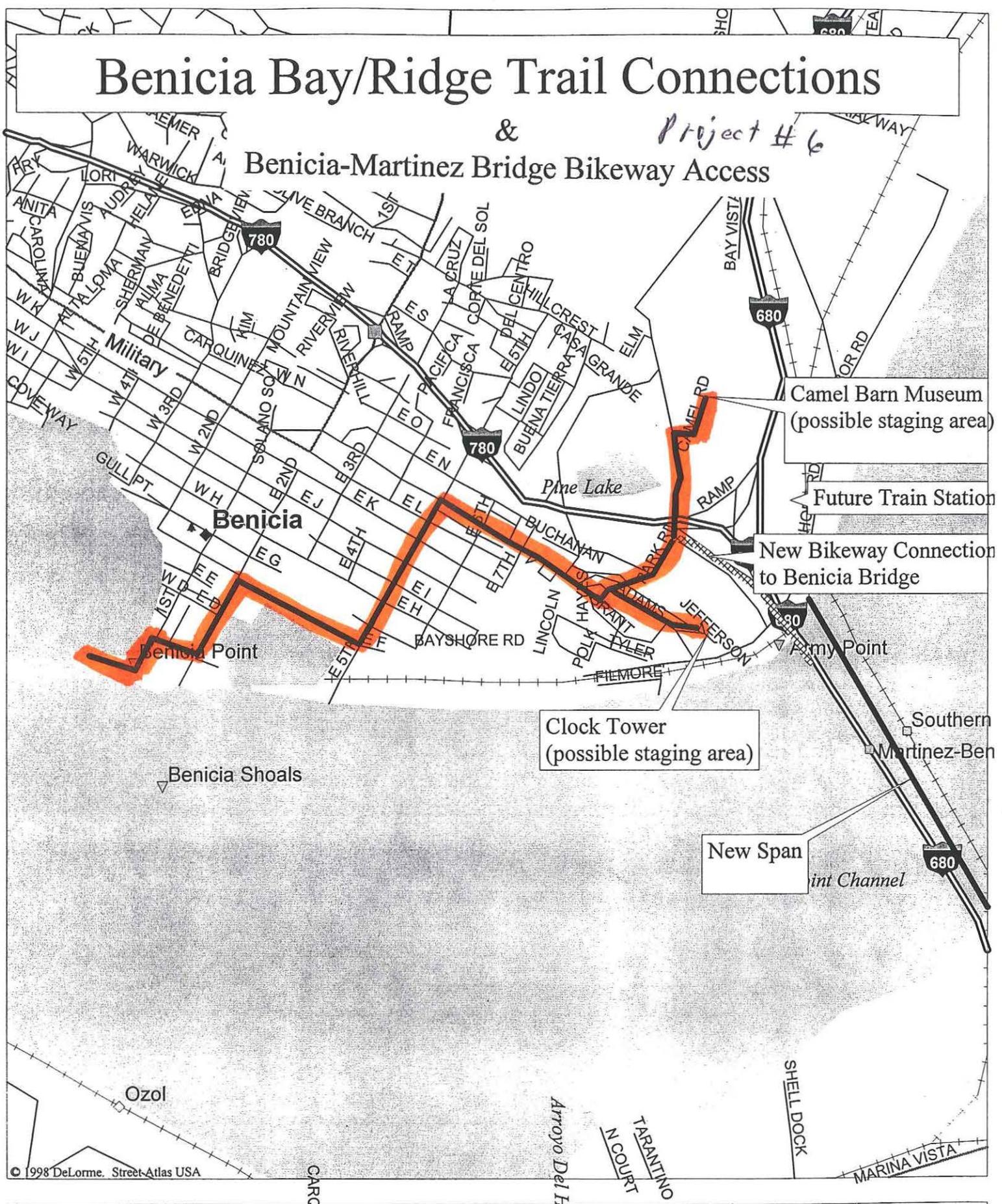
200 Meters

- Local Road
- ▬ Interstate/Limited Access

# Benicia Bay/Ridge Trail Connections

& *Project #6*

## Benicia-Martinez Bridge Bikeway Access



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**Figure 10**

Scale 1:21,875 (at center)

2000 Feet

500 Meters

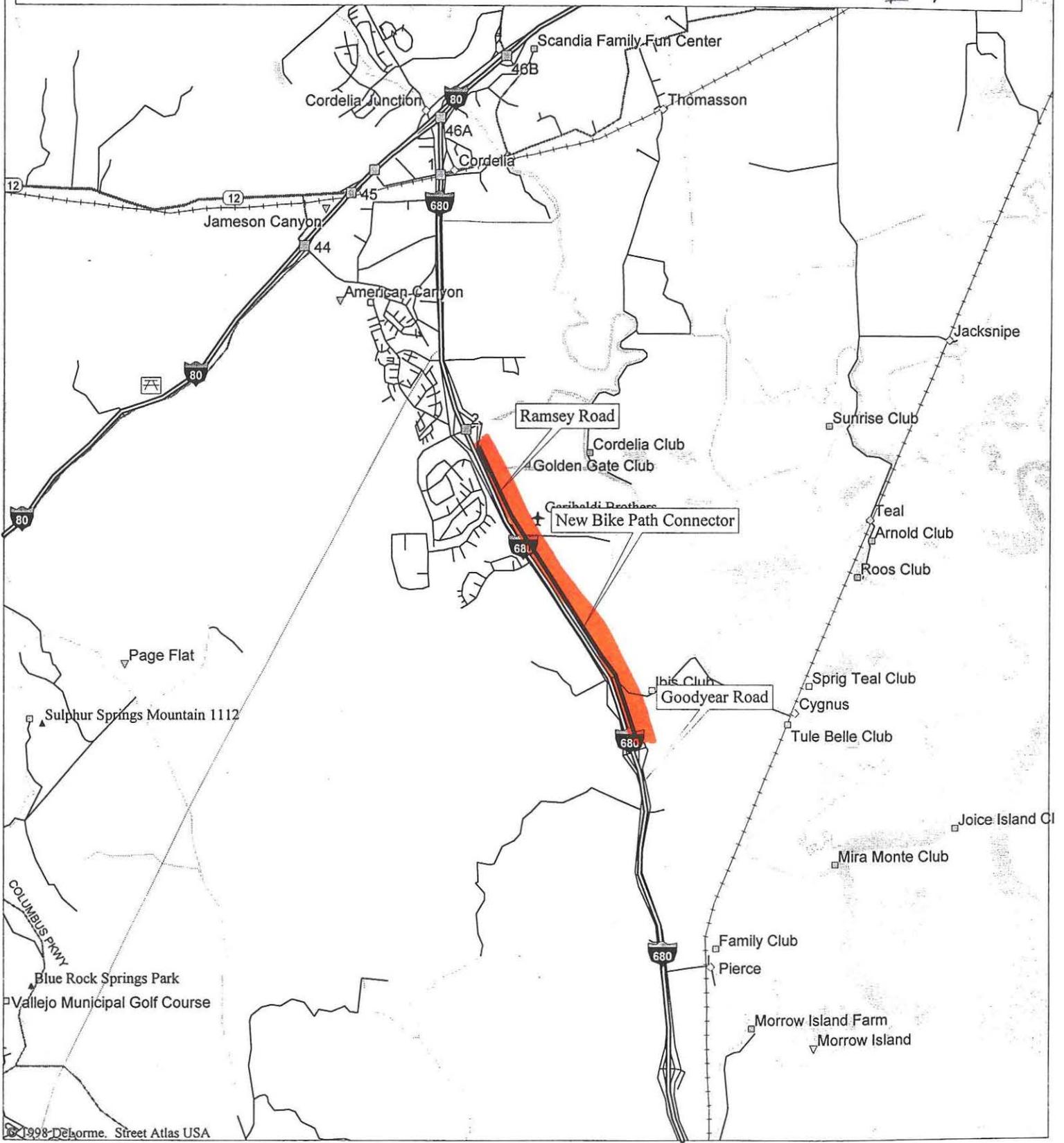
-  Local Road
-  Interstate/Limited Access

**alta**

PAGE 

# Suisun Bay Trail Connector

Project # 7



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Scale 1:62,500 (at center)  
 1 Miles  
 2 KM

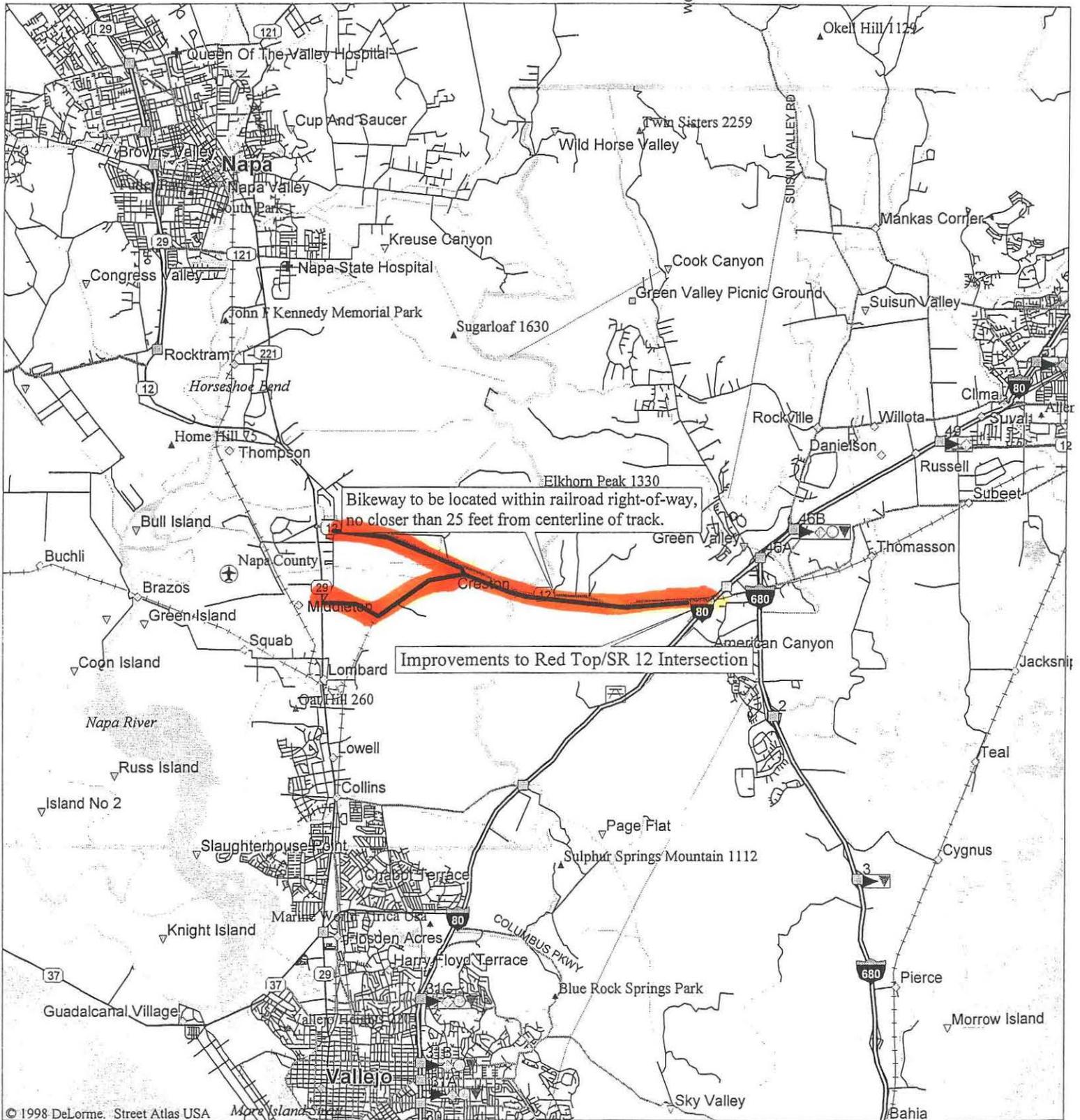
— Local Road  
 — Trail

Figure 11



# Jameson Canyon Bikeway

Project  
#8



© 1998 DeLorme, Street Atlas USA

Figure 12

Scale 1:125,000 (at center)

2 Miles

Local Road

PAGE

**alta**  
PLANNING DESIGN ECONOMICS

**RESOLUTION 99-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
INCORPORATING THE DIXON-DAVIS BIKE ROUTE PROJECT STUDY REPORT  
AND SOUTH COUNTY BICYCLE PLAN UPDATE AS SUPPLEMENTS TO THE  
SOLANO COUNTYWIDE BICYCLE PLAN**

**WHEREAS**, the Solano Countywide Bicycle Plan was originally adopted by the STA Board in March 1995; and

**WHEREAS**, in 1997 the Plan was updated and new and modified routes were incorporated into the Plan; and

**WHEREAS**, the STA and its member agencies have made substantial progress implementing the Plan; and

**WHEREAS**, the Solano Bicycle Advisory Committee recently completed major updates to the plan including the revised Dixon-Davis Project Study Report and South County Bicycle Plan Update; and

**WHEREAS**, this update qualifies as a formal review and biennial update of the Solano Countywide Bicycle Plan as per the Caltrans Bicycle Lane Account Program guidelines.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby approves the revised Dixon-Davis Project Study Report and South County Bicycle Plan Update as supplements to the Solano Countywide Bicycle Plan.

---

Rischa Slade, Chair  
Solano Transportation Authority

I, MICHELLE MORRIS BRUBAKER, the Solano Transportation Authority Interim Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 12th day of May, 1999.

---

Michelle Morris Brubaker  
Interim Executive Director  
Solano Transportation Authority



DATE: May 4, 1999  
TO: STA Board  
FROM: Matt Todd  
RE: Approve Proposed Citylink Route 30 Modifications for the Summer

The STA operates Citylink Route 30 with funding secured by the STA from the Yolo/Solano Air Quality Management District (YSAQMD). The STA has been able to compete successfully for this funding by working with the YSAQMD staff and recently, contracting with an operator who uses CNG fueled equipment, the Yolo County Transportation District (YCTD or Yolobus).

The STA developed this arrangement by agreeing to combine two services operationally (Yolobus Route 220 and Citylink Route 30 are "interlined") and reducing costs below what they would be on a stand-alone basis.

Yolobus staff has presented the SolanoLinks Consortium with a proposal to modify the Citylink Route 30 and Yolobus Route 220 service.

Existing Service – Route 30 currently has 4 round trips daily on weekdays and no Saturday service, and is primarily focused on commute-oriented trips to and from UC Davis. Mid-day trips provide passengers with a way to get home during the day. Route 30 is the only transit service operating between Vacaville, Dixon and Davis.

Proposed Service – Modify the Route 30 service, between June 1 and August 31, to operate between Six Flags Marine World in Vallejo and Davis along the I-80 corridor with 3.5 round trips on weekdays and 3 round trips on Saturday. Route 30 service would return to the current schedule at the end of the summer (September 1). This proposal would change the focus of the route to serve recreational trips.

A detailed description of the proposal is included in the attachments.

The Consortium discussed this item at the April 26 meeting, including:

- Impacts of the proposal on the Fairfield/Vallejo portion of the proposal.
- Fare structures where the service would be promoted.
- Effects on the commute trip.
- Duplication of service/transit service coordination.

The Consortium expressed reservations about the different fares and similarity of trips between proposed Route 30 schedules and some closely related routes between Fairfield and Vallejo operated by different systems. It was also noted that this was a limited time trial of this service, and a small number of trips per day. Vallejo also expressed great concern about the duplication of service that would occur between Fairfield and Vallejo.

The Consortium approved the proposal to be sent to the STA Board with votes in favor of the proposal by Benicia, Dixon, Fairfield, and Vacaville, and an oppose vote by Vallejo. A public hearing is scheduled for May 11 at 7:10 p.m. at the Dixon City Council meeting to receive comments on the proposal. Staff will provide a summary of the comments received at the meeting.

#### Fiscal Impact

None. The proposed service changes require no additional funds.

#### Recommendation

Approve the proposed changes to Route 30 to be effective June 1 to August 31, 1999, and authorize the Executive Director to sign a contract amendment with Yolobus.

## SUMMARY OF PROPOSAL (Page 1 of 2)

### Existing Route 30 Service

4 Round trips a day (between 7 a.m. and 6 p.m.) between Fairfield and Davis along I-80. Commuter oriented service with 3 supporting midday trips.

### Proposal

3.5 round trips a day between Six Flags Marine World and Davis along I-80. Route maintains primary commuter runs and reduces mid-day supporting service for commuters. Route focuses the mid-day service on recreational trips to Six Flags Marine World (3 round trips between 7 a.m. and 6 p.m., and one return trip in the evening).

This proposal assumes the same annual level of funding Route 30 currently receives. The proposal reallocates the resources used to provide the service. The proposal eliminates a little used stop in Vacaville (downtown) and a mid-day round trip between Fairfield and Davis in the summer months.

Route 30 would return to its current services, effective September 1, 1999.

### Route 30 **Existing** Service (Monday to Friday)

Davis		8:30 a.m.	11:30 a.m.	2:30 p.m.	5:07 p.m.
Dixon		8:53	11:53	2:53	5:31
Vacaville		9:22	12:22	3:22	5:46
Fairfield		9:34	12:34	3:34	6:05
Fairfield	6:53 a.m.	9:55 a.m.	12:55 p.m.	3:55 p.m.	
Vacaville	7:07	10:07	1:07	4:07	
Dixon	7:23	10:34	1:34	4:34	
Davis	7:47	10:57	1:57	4:57	

### Route 30 **Proposed** Service for this summer (Monday to Saturday)

Davis		8:21 a.m.	12:21 p.m.	5:07 p.m.
Dixon		8:38	12:38	5:31
Vacaville		9:08	1:08	5:47
Fairfield		9:20	1:20	6:06
MW		9:38	1:38	6:24
MW		9:45 a.m.	1:45 p.m.	6:45 p.m.
Fairfield	<b>6:53 a.m.</b>	10:03	2:03	7:03
Vacaville	<b>7:07</b>	10:15	2:15	7:15
Dixon	<b>7:23</b>	10:38	2:38	7:38
Davis	<b>7:47</b>	11:01	3:01	8:01

**Note:** Times in bold print are not operated on Saturday in the proposed service

## SUMMARY OF PROPOSAL (Page 2 of 2)

Fares – Solano passengers on Route 30 service would be charged a fare consistent with other similar trip between Fairfield and Vallejo. Trips to the northeast of Fairfield would charge a special summer fare of \$.25 for youth (ages 5-17), consistent with the Yolobus “Summer Sizzler” program. Adults would be charged the same fares as under the existing fare structure.

ADA Complementary Service – ADA service would be provided by Yolobus through route deviation service.

The Trade Off of the Reallocation of Route 30 Resources – The service as it operates today is focused on commute oriented trips to and from UC Davis. The three mid-day trips provide a “safety net” for the commuters, as well as limited transit service for Dixon residents. This proposal is cost neutral and allocates our annual resources in a different way. The proposal provides less daily trips, and moves resources to extend Route 30 to Six Flags Marine World in Vallejo, and spreads the trips out to serve an evening return trip. The trade off is reduced service between 7:00 a.m. and 6:00 p.m. for existing riders for the addition of a new destination for the summer that could attract new riders.

### Other Details

- Fairfield to Vallejo trips will be charged the standard Solano fare for this trip (both youth and adults).
- All other youth trips (ages 5-17) will pay a youth fare of \$.25 per trip.
- Proposal will be in effect from June 1 to August 31, 1999.
- Service will be marketed only in areas to the northeast of Vacaville.
- Yolobus will provide reports on ridership and destination information for the revised service to the Consortium.
- The Consortium recommends use of a round trip ticket paid on the first boarding.

## ROUTE 30 PROPOSAL BENEFIT ANALYSIS

<b>Fairfield Service</b>	
<b>Pro</b>	<b>Con</b>
	<ul style="list-style-type: none"> <li>-Currently receives a better level of service</li> <li>-Duplicates service of Route 85</li> <li>-Reduces amount of trips to/from Dixon/Davis</li> </ul>
<b>Vacaville Service</b>	
<b>Pro</b>	<b>Con</b>
<ul style="list-style-type: none"> <li>-Receive one trip 45 minutes later than current services provide (Monday-Friday)</li> <li>-Receive one trip 50 minutes earlier and one trip 2:45 later than current services provide (Saturday)</li> <li>-With new proposal, no transfer</li> </ul>	<ul style="list-style-type: none"> <li>-Majority of weekday riders would receive a better level of service with the existing services</li> <li>-Reduces amount of trips to/from Dixon/Davis</li> <li>-Very limited number of trips under new proposal</li> </ul>
<b>Dixon Service</b>	
<b>Pro</b>	<b>Con</b>
<ul style="list-style-type: none"> <li>-Adds Saturday service</li> <li>-Proposal adds a much later return time for Dixon</li> <li>-Adds a non stop connection to Six Flags/ Marine World</li> </ul>	<ul style="list-style-type: none"> <li>-Reduces amount of trips to/from Fairfield/ Vacaville/Davis</li> <li>-Weekday riders can already get to Six Flags/ Marine World with one transfer, though return trip service is poor</li> </ul>
<b>Dixon Local Service</b>	
<b>Pro</b>	<b>Con</b>
	<ul style="list-style-type: none"> <li>-Dixon Read-Ride will not meet the last bus on weekdays (Monday-Friday) or the Saturday service</li> </ul>
<b>To make a trip on existing transit services to Six Flags/Marine World</b>	
<b>Pro</b>	<b>Con</b>
<ul style="list-style-type: none"> <li>-Higher level of service for Vacaville and Fairfield</li> </ul>	<ul style="list-style-type: none"> <li>-Dixon has southbound options, but limited northbound options</li> <li>-Transfer required from Vacaville and Fairfield</li> </ul>
<b>"Summer Sizzler" Youth Fare Program</b>	
<b>Pro</b>	<b>Con</b>
<ul style="list-style-type: none"> <li>-Low youth fare encourages transit ridership</li> <li>-Potential new youth transit riders captured by the program</li> </ul>	<ul style="list-style-type: none"> <li>-Long process to reach current Solano fare coordination level, with similar trips charged similar fares</li> <li>-Confusing to riders, i.e. \$.25 one route, \$2.50 on another bus at same stop</li> </ul>

Solano County Trips - Fare Matrix

ADULT FARES

New trips are in bold

	Davis	Dixon	Vacaville	Fairfield	Vallejo
Davis		\$1.25	\$2.00	\$2.50	<b>\$4.00</b>
Dixon	\$1.25		\$1.25	\$2.00	<b>\$3.50</b>
Vacaville	\$2.00	\$1.25		\$1.25	\$3.50
Fairfield	\$2.50	\$2.00	\$1.25		\$2.50
Vallejo	<b>\$4.00</b>	<b>\$3.50</b>	\$3.50	\$2.50	

Solano County Trips - Fare Matrix

YOUTH FARES

New trips are in bold

	Davis	Dixon	Vacaville	Fairfield	Vallejo
Davis		\$0.25	\$0.25	\$0.25	<b>\$0.25</b>
Dixon	\$0.25		\$0.25	\$0.25	<b>\$0.25</b>
Vacaville	\$0.25	\$0.25		\$0.25	\$0.25
Fairfield	\$0.25	\$0.25	\$0.25		\$2.50
Vallejo	<b>\$0.25</b>	<b>\$0.25</b>	\$0.25	\$2.50	



 Transfers to other transit systems or other YOLOBUS routes



# CITYLINK ROUTE 30 EASTBOUND

WEEKDAYS ONLY

	FAIRFIELD	VACAVILLE			DIXON		DAVIS			
	Solano Mall  	Regional Transp. Center Davis St.  	Transfer Center Bank Of America  	Walmart	Market Lane Pitt School Road	Police Station Downtown Dixon	Health Science UCD	Silo UCD	Memorial Union Terminal UCD  	
M-F	6:53 AM	7:07 AM	----	----	7:23 AM	----	7:32 AM	7:37 AM	7:42 AM	M-F
M-F	9:55 AM	10:07 AM	10:12 AM	10:19 AM	10:34 AM	10:40 AM	----	----	10:57 AM	M-F
M-F	12:55 PM	1:07 PM	1:12 PM	1:19 PM	1:34 PM	1:40 PM	----	----	1:57 PM	M-F
M-F	3:55 PM	4:07 PM	4:12 PM	4:19 PM	4:34 PM	4:40 PM	----	----	4:57 PM	M-F

# CITYLINK ROUTE 30 WESTBOUND

WEEKDAYS ONLY

	DAVIS			DIXON		VACAVILLE			FAIRFIELD	
	Memorial Union Terminal UCD  	Silo UCD	Health Sciences UCD	Police Station Downtown Dixon	Market Lane Pitt School Road	Walmart	Transfer Center Bank of America  	Regional Transp. Center Davis St.  	Solano Mall  	
M-F	8:30 AM	----	----	8:47 AM	8:53 AM	9:08 AM	9:17 AM	9:22 AM	9:34 AM	M-F
M-F	11:30 AM	----	----	11:47 AM	11:53 AM	12:08 PM	12:17 PM	12:22 PM	12:34 PM	M-F
M-F	2:30 PM	----	----	2:47 PM	2:53 PM	3:08 PM	3:17 PM	3:22 PM	3:34 PM	M-F
M-F	5:07 PM	5:15 PM	5:20 PM	----	5:31 PM	----	----	5:46 PM	6:05 PM	M-F

EXISTING SCHEDULE

## CITYLINK ROUTE 30 EASTBOUND

	VALLEJO	FAIRFIELD	VACAVILLE		DIXON		DAVIS			
	Six Flags	Solano Mall	Regional Transp. Center Davis St.	Walmart	Market Lane Pitt School Road	Police Station Downtown Dixon	Health Science UCD	Silo UCD	Memorial Union Terminal UCD	
										
M-F	----	6:53 AM	7:07 AM	----	7:23 AM	----	7:32 AM	7:37 AM	7:42 AM	M-F
Mon-Sat	9:45 AM	10:03 AM	10:15 AM	10:23 AM	10:38 AM	10:44 AM	----	----	11:01 AM	Mon-Sat
Mon-Sat	1:45 PM	2:03 PM	2:15 PM	2:23 PM	2:38 PM	2:44 PM	----	----	3:01 PM	Mon-Sat
Mon-Sat	6:45 PM	7:03 PM	7:15 PM	7:23 PM	7:38 PM	7:44 PM	----	----	8:01 PM	Mon-Sat

PROPOSED SCHEDULE

## CITYLINK ROUTE 30 WESTBOUND

	DAVIS		DIXON			VACAVILLE		FAIRFIELD	VALLEJO	
	Memorial Union Terminal UCD	Silo UCD	Health Sciences UCD	Police Station Downtown Dixon	Market Lane Pitt School Road	Walmart	Regional Transp. Center Davis St.	Solano Mall	Six Flags	
										
Mon-Sat	8:21 AM	----	----	8:38 AM	8:44 AM	9:00 AM	9:08 AM	9:20 AM	9:38 AM	Mon-Sat
Mon-Sat	12:21 PM	----	----	12:38 PM	12:44 PM	1:00 PM	1:08 PM	1:20 PM	1:38 PM	Mon-Sat
Mon-Sat	5:07 PM	5:15 PM	5:20 PM	----	5:31 PM	----	5:47 PM	6:06 PM	6:24 PM	Mon-Sat

# YOLOBUS ROUTE 220 EASTBOUND

	FAIRFIELD				WINTERS						DAVIS			
	Solano Mall	Regional Transp. Center Davis St.	Transfer Center Bank Of America	Walmart	Town & Country	United Market	City Hall	Town & Country	Yolo Housing El Rio Villa	DQU University	Health Science UCD	Silo UCD	Memorial Union Terminal UCD	
M-F	---	---	---	---	---	7:03 AM	7:11 AM	7:14 AM	7:17 AM	7:22 AM	7:35 AM	7:40 AM	7:50 AM	M-F
M-F	9:40 AM	9:52 AM	9:57 AM	10:04 AM	10:23 AM	---	10:29 AM	10:32 AM	10:35 AM	10:40 AM	---	---	10:55 AM	M-F
M-F	12:40 PM	12:52 PM	12:57 PM	1:04 PM	1:23 PM	---	1:29 PM	1:32 PM	1:35 PM	1:40 PM	---	---	1:55 PM	M-F
M-F	3:40 PM	3:52 PM	3:57 PM	4:04 PM	4:23 PM	---	4:29 PM	4:32 PM	4:35 PM	4:40 PM	---	---	4:55 PM	M-F
M-F	6:05 PM	6:17 PM	---	---	6:42 PM	---	---	---	---	---	---	---	---	M-F
SAT	---	---	---	9:32 AM	9:51 AM	---	9:57 AM	10:00 AM	10:03 AM	10:08 AM	---	---	10:23 AM	SAT
SAT	---	---	---	11:32 AM	11:51 AM	---	11:57 AM	12:00 PM	12:03 PM	12:08 PM	---	---	12:23 PM	SAT
SAT	---	---	---	2:32 PM	2:51 PM	---	2:57 PM	3:00 PM	3:03 PM	3:08 PM	---	---	3:23 PM	SAT

# YOLOBUS ROUTE 220 WESTBOUND

	DAVIS			WINTERS						VACAVILLE			FAIRFIELD	
	Memorial Union Terminal UCD	Silo UCD	Health Sciences UCD	DQU University	Yolo Housing El Rio Villa	Town & Country	United Market	City Hall	Town & Country	Walmart	Transfer Center Bank of America	Regional Transp. Center Davis St.	Solano Mall	
M-F	---	---	---	---	---	---	---	---	6:23 AM	---	---	---	6:53 AM	M-F
M-F	8:30 AM	---	---	8:45 AM	8:50 AM	8:53 AM	---	8:59 AM	9:02 AM	9:20 AM	9:29 AM	9:34 AM	9:46 AM	M-F
M-F	11:30 AM	---	---	11:45 AM	11:50 AM	11:53 AM	---	11:59 AM	12:02 PM	12:20 PM	12:29 PM	12:34 PM	12:46 PM	M-F
M-F	2:30 PM	---	---	2:45 PM	2:50 PM	2:53 PM	---	2:59 PM	3:02 PM	3:20 PM	3:29 PM	3:34 PM	3:46 PM	M-F
M-F	5:06 PM	5:16 PM	5:21 PM	5:32 PM	5:37 PM	5:40 PM	5:45 PM	5:53 PM	---	---	---	---	---	M-F
SAT	8:30 AM	---	---	8:45 AM	8:50 AM	8:53 AM	---	8:59 AM	9:02 AM	9:20 AM	---	---	---	SAT
SAT	10:30 AM	---	---	10:45 AM	10:50 AM	10:53 AM	---	10:59 AM	11:02 AM	11:20 AM	---	---	---	SAT
SAT	1:30 PM	---	---	1:45 PM	1:50 PM	1:53 PM	---	1:59 PM	2:02 PM	2:20 PM	---	---	---	SAT

EXISTING SCHEDULE

# DRAFT

PROPOSED SCHEDULE

## YOLOBUS ROUTE 220 EASTBOUND

	VALLEJO	FAIRFIELD	VACAVILLE		WINTERS					DAVIS				
	Six Flags	Solano Mall	Regional Transp. Center Davis St.	Walmart	Town & Country	United Market	City Hall	Town & Country	Yolo Housing El Rio Villa	DQU University	Health Science UCD	Silo UCD	Memorial Union Terminal UCD	
M-F	----	----	----	----	----	7:03 AM	7:11 AM	7:14 AM	7:17 AM	7:22 AM	7:35 AM	7:40 AM	7:50 AM	M-F
Mon-Sat	10:45 AM	11:03 AM	11:15 AM	11:23 AM	11:42 AM	----	11:48 AM	11:51 AM	11:54 AM	11:59 AM	----	----	12:14 PM	Mon-Sat
Mon-Sat	2:45 PM	3:03 PM	3:15 PM	3:23 PM	3:42 PM	----	3:48 PM	3:51 PM	3:54 PM	3:59 PM	----	----	4:14 PM	Mon-Sat

## YOLOBUS ROUTE 220 WESTBOUND

	DAVIS			WINTERS					VACAVILLE	FAIRFIELD	VALLEJO			
	Memorial Union Terminal UCD	Silo UCD	Health Sciences UCD	DQU University	Yolo Housing El Rio Villa	Town & Country	United Market	City Hall	Town & Country	Walmart	Regional Transp. Center Davis St.	Solano Mall	Six Flags	
M-F	----	----	----	----	----	----	----	----	6:23 AM	----	----	6:53 AM	----	M-F
Mon-Sat	9:10 AM	----	----	9:25 AM	9:30 AM	9:33 AM	----	9:39 AM	9:42 AM	10:00 AM	10:08 AM	10:20 AM	10:38 AM	Mon-Sat
Mon-Sat	1:10 PM	----	----	1:25 PM	1:30 PM	1:33 PM	----	1:39 PM	1:42 PM	2:00 PM	2:08 PM	2:20 PM	2:38 PM	Mon-Sat
Mon-Sat	8:06 PM	----	----	8:21 PM	8:26 PM	8:29 PM	----	8:35 PM	----	----	----	----	----	Mon-Sat
	5:06 PM	5:16 PM	5:21 PM	5:32 PM	5:37 PM	5:40 PM	5:45 PM	5:53 PM	----	----	----	----	5:58 PM	M-F

**NOTICE OF PUBLIC HEARING  
REGARDING PROPOSED TEMPORARY  
CHANGE IN YOLOBUS ROUTING OF SERVICES  
BENEFITTING WINTERS AND DAVIS (YOLO COUNTY)  
AND DIXON, VACAVILLE AND FAIRFIELD (SOLANO COUNTY),  
AND A TEMPORARY CHANGE IN FARE STRUCTURE**

On Tuesday, May 11, 1999, the Yolo County Transportation District will conduct two public hearings, and the City of Dixon will conduct one public hearing, regarding a proposed temporary change in the YOLOBUS routing of the Line 220 (Winters, Davis and points in Solano County) and the Line 30 (operated on behalf of Solano County and serving the cities of Davis, Dixon, Vacaville and Fairfield). The hearings will take place at: 5:45 P.M. at the City of Winters City Hall, 318 First Street, Winters, CA, 95694; at 7:10 P.M. at the Dixon City Council meeting, 600 East A Street, Dixon, CA, 95620; and at 8:30 P.M., at the Board of Directors meeting of the Yolo County Transportation District, at the Woodland City Hall- Council Chambers, 300 First Street, Woodland, CA. 95695

It is proposed that the following temporary routing change take place:

From June 1 to August 31, 1999, all non-commute trips of the Lines 30 and 220 will continue to Vallejo and terminate at the Six Flags/Marine World/Africa USA park near Vallejo. The route will not serve the downtown stop in Vacaville, but the Davis Street park and ride lot will be served. The morning and afternoon commute services will be unaffected. Saturday service will be added for Dixon.

The fares for youth aged 5-17 at all boarding points except Fairfield and Vallejo will be \$0.25 per ride. For trips strictly between Fairfield, Vallejo and Six Flags, the normal fare of \$2.50 will be charged. For all other passengers the current fare structure will remain.

The current pass fare structure and routing will return September 1, 1999.

Those wishing to provide input at the hearing are encouraged to attend. Those who cannot attend the public hearing can write to the Transportation District with their suggestions and comments. The mailing address is: Yolo County Transportation District, 350 Industrial Way, Woodland, CA 95776. Phone calls to the Transportation District at (530) 661-0816 can also be placed.

April 29, 1999



**"When You're Going Somewhere"**

City of Davis • City of West Sacramento • City of Winters  
 City of Woodland • County of Yolo  
 Ex Officio - CalTrans District 3 • University of California - Davis

**Yolo County Transportation District**  
**350 Industrial Way**  
**Woodland, CA 95776**  
**(530) 661-0816 FAX:(530) 661-1732**

April 29, 1999

TO: Members of the Dixon City Council  
 Members of the Winters City Council

RE: Proposed Transit Service Changes (Routes 30/220)

Dear Sirs:

Attached are the proposed bus schedules for revised bus routes 30 and 220. As you may recall, the Solano Transportation Authority and City of Winters, in conjunction with the Yolo County Transportation District, are parties to an agreement, whereby the Cities of Dixon, Winters, Davis, Vacaville, and Fairfield are served by two routes.

Midday ridership has historically been lower than commute hour runs, averaging 4.4-6.4 boardings per trip. We are proposing the following service improvements, which will not cost more than the current budget accommodates:

**SUMMER, 1999:**

1. Fairfield, Vacaville, Dixon (Route 30), and Winters (Route 220) retain their current commute hour service and schedule to and from U.C. Davis.
2. Midday service is modified to include trips to Six Flags Amusement Park in Vallejo.
3. Factory Outlet stores continue to be served.
4. Downtown Vacaville won't be served; rather, the Park and Ride lot will be the connecting point on this inter-city bus.
5. A 6:45 p.m. evening return trip from Six Flags is added.
6. The service, except commute trips, would operate on Saturdays and will include Dixon.
7. The cost for the service is split 50/50 between STA and YCTD.
8. The summer Six Flags schedule would operate June-August, 1999.
9. Winters, Dixon, and West Sacramento would have three time slots for staying at Six Flags.
10. Vacaville, Fairfield, Davis, and Woodland would have 10 time slots for staying at Six Flags.

11. Parents of children from Dixon, Davis, Winters, Vacaville, and Fairfield would not need to worry about transferring at another bus stop for the Six Flags trip. Woodland, West Sacramento, and Sacramento residents would have only one transfer (in Davis).
12. During the Summer, the fare for kids would be only 25 cents per boarding, with the exception of route 30 between Fairfield and Vallejo.

**NOTE THAT THE SCHEDULE WILL REVERT BACK TO THE EXISTING SCHEDULE ON SEPTEMBER 1, 1999, UNLESS AN ALTERNATIVE NON-SUMMER SCHEDULE IS PROPOSED.**

For the 1999/2000 fiscal year, the overall costs to the jurisdictions won't be more than the current limits.

Three public hearings have been scheduled, as follows:

- 5:45 p.m., Tuesday, May 11<sup>th</sup>-Winters City Council Chambers (conducted by YCTD)
- 7:10 p.m., Tuesday, May 11<sup>th</sup>-Dixon City Council Chambers (conducted by the City of Dixon)
- 8:30 p.m., Tuesday, May 11<sup>th</sup>-Woodland City Council Chambers (conducted by YCTD)

Please note that the Transit Consortium to the Solano Transportation Authority, as well as the Yolo/Solano Air Quality Management District have voted to support the project. Accordingly, we respectfully request your feedback on our proposal. Please, feel free to call me at (530) 661-0816, extension 12, if you have any questions or comments. Thank you.

Sincerely,



TERRY V. BASSETT  
Executive Director

Attachments



## Six Flags & Summer Sizzler Program

### Strengths

1. Later weekday evening service between Vallejo/Fairfield and Vacaville, Dixon, Davis, and Winters on routes 30/220.
2. Offers evening return trip to Winters from Woodland (with transfer) 6 days/week.
3. Dixon gains Saturday service to Davis, Vacaville, and Fairfield.
4. Vacaville and Fairfield gain Saturday service to Dixon and Davis, with transfer opportunities to Woodland and Sacramento.
5. One-summer, short term experiment—minimizes risks.
6. Could be test market for similar summer promotions next year by other transit operators.
7. There appears to be considerable interest from various Parks and Recreation Departments to participate in one form or another.
8. Supported by Dixon's Mayor.
9. Supported by the Yolo/Solano Air Quality Management District.
10. Supported by the Yolo County Transportation District (if Winters & STA support it)
11. Peak commute hour trips are not changed.
12. Offers additional summer access to Solano Fair.
13. Offers 3-10 blocks of time when persons from 7 cities (excluding Fairfield) can attend Six Flags.
14. Exposes a large target market (kids) to transit.
15. No unnecessary transfers for Davis, Dixon, Winters, Vacaville residents.
16. Youth fare as low as 1/16th of normal fare during the summer.
17. Currently, youth amount to only about 40 boardings per week on routes 30 and 220 combined. The amount of forgone fare revenue from the youth rate will be minimal and may actually increase in the long run, due to residual ridership.



18. Offers an opportunity to raise annual ridership on route 30 by up to 20%, due to summer activity and potential residual ridership.
19. Service impact with other transit operators should be minimal, due to limited service level.
20. Shorter running time for Yolo County, Dixon, and Vacaville residents to Six Flags.
21. Very positive news story. Raises level of awareness of public transit in the region.
22. Parents in Vacaville, Dixon, Davis, Woodland, Winters, and West Sacramento will be more secure knowing that their kids can ride the service with minimal transfers, reducing concern for safety on public transit at transfer locations.
23. Easier to market if uniform fare structure between routes 30/220.
24. Could capitalize on YOLOBUS summer cable TV campaign for Summer Sizzler.
25. Will offer route deviation for Dixon & Winters ADA access purposes, increasing ADA access on Saturdays.

### Weaknesses/Challenges

1. Dixon, Vacaville, Fairfield lose ½ trip on route 30 on weekdays.
2. Fare equity/coordination/marketing complications.
3. Some overlapping of service times between Fairfield and Vallejo.
4. Concern by some that existing ridership base will be reduced.
5. Not preferred by existing riders (excluding potential new riders)
6. Last midday Dixon bound trip may be 2 hours earlier than now.
7. Concern about ADA access.
8. Can STA control fares on any part of route 220?
9. What happens if YCTD wants to change at least route 220 but STA doesn't want to change route 30?



DATE: May 4, 1999  
TO: STA Board  
FROM: Dan Christians  
RE: Approve 1999-00 SolanoLinks Work Program

The Memorandum of Understanding signed by all Consortium member agencies specifies that each year a Work Program of proposed work tasks is to be prepared 60 days prior to the start of the new fiscal year.

On April 16, the SolanoLinks Transit Consortium held a three-hour workshop to develop their Work Program for 1999-00. There was a lot of excellent discussion on the various marketing and planning activities that have been successful to date and which ones should be pursued next year. On April 28, a revised list of marketing and planning activities was reviewed at the regular Consortium meeting and further refinements were made to the overall program (see attachment).

Next year the program is proposed to consist of up to \$128,000 of marketing and planning tasks, consistent with the State Transit Assistance funds approved in the STA 1999-00 budget.

It was the consensus of the Consortium to further discuss the detailed scope of each of these items and then prepare request for proposal(s) to implement the program with the necessary consultants needed for each task or group of tasks.

Recommendation

Approve the attached 1999-00 SolanoLinks Transit Consortium Work Program.

Attachment

# 1999-00 SOLANOLINKS WORK PROGRAM

## Marketing Activities

Reprint SolanoLinks brochure and map (20,000-25,000 copies)

Create SolanoLinks laminated maps (50-75)

Further improve and regularly update SolanoLinks web site

Design and distribute up to two direct mailings (could be included in SCI's mailings)

Provide displays (i.e. reusable display/schedule holders for SCI and other events)

Update SolanoLinks video and play on public access stations

Design and produce Bus Cards to be posted inside buses, which includes local and intercity transit information (1-3 cards per bus - about 300 cards)

Conduct specific ad campaigns in newspapers or other print media- (i.e. for Routes 85, 92, new buses on Route 40) (budget for 8-10 ads)

Develop mass emailing capability, create mass email list and distribute transit information

Produce public service announcements for radio

Other promotions and products

## Planning Activities

Conduct 1999-00 survey and demand analysis of Dixon residents (building on the previous survey conducted)

Provide assistance for a Fairfield-Vacaville-Sacramento express bus analysis

Provide assistance for Route 85 extension implementation

Provide update on alternative fuel issues for policy makers and staff

Prepare a follow-up plan to the Five-Year Transit Plan after Transit Operators SRTP's are completed in the fall (to position transit for new revenue sources)

**TOTAL BUDGET \$128,000**

05./05/99



DATE: May 5, 1999  
TO: STA Board  
FROM: Dan Christians  
RE: Funding Opportunities

The following funding opportunities will be available to STA members during the next few months. Also attached are fact sheets for each program.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Applications Due</b>
BAAQMD Bay Area Electric Vehicle (EV) Charging Network Grant Program	Tom Adams City of San Francisco (415) 554-6074	05/14/99
Solano Transportation Enhancements Program	STA Dan Christians (707) 438-0654	05/14/99
BAAQMD Regional Transportation Fund for Clean Air Program	BAAQMD Andrea Gordon (415) 749-4940	06/30/99
BAAQMD Clean Air Vehicle Incentive Program (VIP)	BAAQMD David Burch (415) 749-4641	08/01/99

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**FUNDING OPPORTUNITY:**

**Solano Transportation Enhancements Program**

*Applications Due: May 14, 1999*

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TO: STA Members

FROM: Michelle Morris Brubaker, Interim Executive Director

This summary of the Solano Transportation Enhancements 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:** Local jurisdictions, transportation agencies and non-profit organizations certified by Caltrans District 4 Office of Local Assistance.

**Program Description:** Grants for transportation enhancements.

**Funding Available:** \$500,000 available for Solano jurisdictions representing the first two years of TEA-21 funds.

**Eligible Projects:** Bike routes, pedestrian walkways, transit amenities, landscaping, and historic preservation

**Further Details:** Obtain guidelines and application form from the STA.

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

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**FUNDING OPPORTUNITY:**

**Bay Area Electric Vehicle (EV) Charging Network Grant  
Program**

*Applications Due: May 14, 1999*

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TO: STA Members

FROM: Michelle Morris Brubaker, Interim Executive Director

This summary of the Bay Area Electric Vehicle (EV) Charging Network Grant Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun City, Vallejo, County of Solano (BAAQMD portion), and Private Sector Entities

Program Description: Grants up to \$7,000 per site for two electric charging stations.

Funding Available: \$350,000 available for the nine-county Bay Area. These funds will be distributed on a first come first serve basis.

Eligible Projects: Purchase and installation of inductive and conductive charging stations.

Further Details: Stations must meet published selection criteria, be publicly accessible, located on major corridors on highly visible sites, and have high anticipated usage. STA will be proposing a coordinated application for interested agencies. Applications can be obtained from the BAAQMD.

Program Contact Person: City of San Francisco, Tom Adams, (415) 554-6074

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

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**FUNDING OPPORTUNITY:**

**BAAQMD Regional Transportation Fund for Clean Air  
Program**

*Applications Due: June 30, 1999*

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TO: STA Members

FROM: Michelle Morris Brubaker, Interim Executive Director

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun City, Vallejo, County of Solano (BAAQMD portion), and School Districts

Program Description: Activities that reduce vehicular emissions and promote alternative transportation modes.

Funding Available: Approximately \$10 million a year for the nine-county Bay Area

Eligible Projects: Shuttle buses, bike routes, synchronizing traffic signals, and zero emission buses

Further Details: This program is very competitive. Projects in urban areas with high ridership, low TFCA costs, and very low vehicular emissions score best. Applications can be obtained from the BAAQMD.

Program Contact Person: BAAQMD, Andrea Gordon, (415) 749-4940

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

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**FUNDING OPPORTUNITY:**

**BAAQMD Clean Air Vehicle Incentive Program**

*Applications Due: August 1, 1999*

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TO: STA Members

FROM: Michelle Morris Brubaker, Interim Executive Director

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun City, Vallejo, and County of Solano (BAAQMD portion)

Program Description: Grants up to \$8,000 to assist in the purchase of alternative fuel vehicles.

Funding Available: \$1.2 million available for the nine-county Bay Area. These funds will be distributed on a first come first serve basis.

Eligible Projects: Natural gas, electric and hybrid electric fleet vehicles

Further Details: Maximum of \$400,000 will be awarded for electric vehicles. The remaining \$800,000 will be available for natural gas and hybrid vehicles. Vehicles must be 10,000 lbs. or less. Applications can be obtained from the BAAQMD.

Program Contact Person: BAAQMD, David Burch, (415) 749-4940

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



DATE: May 4, 1999  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Bay Area Council's Water Transit Initiative: SB 428 (Perata)

The Bay Area Council has sponsored a Blue Ribbon Task Force for Bay Area Water Transit calling for a flotilla of fast boats serving over 40 proposed ports surrounding the Bay. Senator Perata has introduced legislation supporting this initiative.

SB 428 (Perata) as amended April 14, 1999, would repeal the authority of the Metropolitan Transportation Commission to adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay. The bill instead would create the San Francisco Bay Area Water Transit Authority, comprised of nine members for 8-year terms, primarily appointed by the Governor and Legislature. The bill directs the Authority to operate a regional water transit system, including ferries, terminals, feeder buses and any other supportive transport and facilities.

The Bay Area Council's proposal would require a significant new source of revenue, such as a \$1.00 increase in tolls on Bay Area bridges. The "least cost" scenario for Phase 1, 70 high-speed boats, 5 specialized cargo vessels and a modest feeder bus system to augment existing services, would range from \$600 to \$680 million. This cost could be as high as \$2 billion, depending on several factors.

The existing ferry operations in Vallejo are appealing to a local need and can be responsive to those needs as they change. A regional water transit operator is likely to be less responsive. Incremental expansion of the existing ferry services is the most prudent course of action.

Mayor of Vallejo, Gloria Exline has sent the STA the attached letter to MTC regarding this bill. Vallejo concurs with the MTC recommended "oppose unless amended" on this bill.

Fiscal Impact

None.

Recommendation

None. Item is for information only.

**FAX MESSAGE**

Date: April 28, 1999  
To: Rischa Slade  
STA  
FAX: (707) 438-0656  
From: Mayor Gloria Exline  
City of Vallejo

number of pages: 4 pages including this cover page

original  will not be mailed    will be mailed

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COMMENTS:

Mayor Gloria Exline  
City of Vallejo  
555 Santa Clara Street  
Vallejo, California 94590

(707) 648-4377 — FAX: (707) 649-3479

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## CITY OF VALLEJO

OFFICE OF THE MAYOR

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

April 28, 1999

Mr. James T. Beall, Jr., Chairman  
Metropolitan Transportation Commission  
101 8th Street, "MetroCenter"  
Oakland, CA. 94607

RE: Bay Area Council's Water Transit Initiative: SB 428

Dear Chairman Beall:

Having served as a member of the Bay Area Council (BAC) Water Transit Initiative Blue Ribbon Task Force representing the City of Vallejo, I have come to the conclusion that the City of Vallejo cannot support the Task Force Plan as it is currently constituted. Further, Vallejo cannot support SB 428, the proposed legislation implementing the plan, in its current form. Vallejo concurs with the MTC recommended "oppose unless amended" position under consideration on April 29, 1999.

The City of Vallejo, which operates the highly successful Vallejo Baylink ferry system between Vallejo and San Francisco, considers ferry service an integral component of transportation in the Bay Area and supports expansion of ferry services. Notwithstanding, the recommendations of the BAC Water Transit Task Force do not adequately recognize the role or previous work of the Metropolitan Transportation Commission (MTC), which prepared and adopted a regional plan for water transit in 1991. The MTC 1991 Ferry Plan is funded and successfully implemented. MTC's Regional Ferry Plan Update includes \$85 million in proposed capital projects that expand water transit services at an ambitious though economically feasible pace. The MTC plan also recognizes the needs of other high priority public transit services throughout the Bay Area.

The BAC Water Transit Initiative, on the other hand, contemplates spending between \$600 and \$680 million for boats and terminals in their first phase of capital projects, yet does not propose a source of funds for covering the significant operating subsidies that such new services would require. They make no mention of the impact that funding these new ferry services would have by increasing the capital shortfall for high priority Bay Area transit projects that have already been identified by MTC. What existing or committed projects will lose funding to provide the way for the BAC's vision?

Jim Beall, Jr. Chairman  
Metropolitan Transportation Commission  
Water Transit Initiative SB 428  
April 28, 1999

The introduction of Senate Bill 428 may offer an opportunity to bring the entire region together in support of a balanced, well-conceived water transit plan. I hope MTC will provide regional leadership by supporting significant revisions to SB 428 so that it will be a bill that the region can support. I hope MTC will focus on institutional, capital, operating, planning and cost-effectiveness issues, including

(1) Vallejo believes that members of a new Water Transit Authority Board of Directors must be locally elected officials appointed locally or by the Governor, in order to ensure maximum local accountability. The proposed institutional arrangements remove local control and would not be likely to respond to local concerns.

(2) Vallejo believes the current proposal challenges MTC's role in regional transportation planning and allocation of funds. Vallejo strongly opposes transferring MTC's authority regarding water transit services to the proposed Authority. Without question, Vallejo supports continuation of MTC's statutory role in planning, programming and allocation of all transportation funds in the Bay Area.

(3) MTC's role as the regional authority for all transportation-related matters in the San Francisco Bay Area should not be diminished. MTC's role ensures an even hand in financing all transit operator plans and programs, ensures that local transit plans are coordinated with the regional transit network, and ensures alternative transit investments, whether bus, rail or ferry, will be considered for funding based on issues of performance, cost-effectiveness and merit.

(4) Vallejo believes that MTC should carefully review the capital investment proposed in the BAC plan, focusing on the wisdom and financial ramifications of BAC's "critical mass" scenario. Such a critical examination is needed considering the limited resources for all transportation improvements in the Bay Area. This review should be conducted by MTC in coordination with all transit providers in the San Francisco Bay Area, including non-water transit providers.

(5) Vallejo believes that commitment to existing ferry services should come first, before the region embarks on the expenditure of six to seven hundred million dollars in pursuit of a poorly defined plan. Once the requirements of existing services have been met, MTC should undertake the well-conceived, reasonable expansion plans outlined in the 1999 MTC Regional Ferry Plan Update. It seems an inopportune time to seriously consider the massive ferry system expansion envisioned by the BAC.

Jim Beall, Jr. Chairman  
Metropolitan Transportation Commission  
Water Transit Initiative SB 428  
April 28, 1999

The ferry improvements outlined in the recently adopted Regional Ferry Plan Update constitute a "Phase 1" for immediate implementation. Once the bridge seismic retrofit projects are completed, perhaps revenues from the recent increase in bridge tolls could help finance some ferry expansion.

The City of Vallejo hopes to actively participate in the re-casting of SB 428. Vallejo is hopeful that SB 428 can be transformed into a balanced plan that will support existing services as well as expansion, and will recognize the needs of bus, paratransit, and rail transit services at both the local and regional level.

Sincerely yours,

*Gloria Exline*

GLORIA EXLINE  
Mayor, City of Vallejo

cc: Larry Dahms, Executive Director, MTC  
Jim Spering, Solano County Representative, MTC  
David Martinez, City Manager