



June 9, 1999

**Regular Board 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

June 9, 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 Connie Soper of MTC on the Proposed Revisions to the Unmet Needs Definitions – Page 15**
- 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 May 12, 1999 – Page 21**
 - 6.2 Review Draft Minutes of May 26, 1999 TAC meeting – Page 27**
 - 6.3 Approve Solano County Request for TIP Amendment (Michelle Morris Brubaker)–Page 31**
 - 6.4 Approve Amended Disadvantaged Business Enterprises (DBE) Plan (Michelle Morris Brubaker) – Page 35**
 - 6.5 Review SolanoLinks Intercity Transit Ridership Information (Matt Todd) Page 47**

- 6.6 **Approve Exception from STA Policies and Procedures Manual on Consultant Selection Committee for 1999-00 SolanoLinks Marketing Program (Dan Christians) – Page 49**
- 6.7 **Approve Expanded PERS Benefit for STA Employees (Michelle Morris Brubaker) – Page 51**
- 6.8 **Approve Administrative Leave for the Interim Executive Director (Rischa Slade) – Page 53**
- 6.9 **Review STA Fact Sheet (Michelle Morris Brubaker) – Page 55**
- 6.10 **Approve Request for Staff to Fax Summaries of STA Board Meeting Actions to Each Member’s City Clerk (Dan Christians)-Page 57**
- 6.11 **No Board Meeting Scheduled for August (Michelle Morris Brubaker) – Page 59**

7.0 ACTION ITEMS: NON-FINANCIAL

- 7.1 **SB 428 (Peralta): Proposed Bay Area Water Transit Authority (Michelle Morris Brubaker) – Page 61**
- 7.2 **Approve 1999 Awards Ceremony Location (Matt Todd) – Page 123**

8.0 FUNDING OPPORTUNITIES

- 8.1 **BAAQMD Regional Transportation Fund for Clean Air Program (Dan Christians) – Page 127**
- 8.2 **BAAQMD Clean Air Vehicle Incentive Program (VIP) (Dan Christians) – Page 129**
- 8.3 **Transportation Fund for Livable Communities Program (Michelle Morris Brubaker) – Page 131**
- 8.4 **California Department of Parks and Recreation – Recreational Trail’s Program (Dan Christians) – Page 133**
- 8.5 **California Department of Parks and Recreation Habitat Conservation Fund Program (Dan Christians) – Page 135**

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 **Board Members Comments**
- 9.2 **Adjournment (Next Meeting: July 14, 1999 – No Board Meeting Scheduled for August)**



333 Sunset Avenue, Suite 200
Suisun City, California 94585

Agenda Item 3.0
June 9, 1999

MEMORANDUM

Area Code 707
422-6491 • Fax 438-0656

Members:

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

DATE: June 1, 1999
 TO: STA Board
 FROM: Michelle Morris Brubaker
 RE: INTERIM EXECUTIVE DIRECTOR'S REPORT

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

Staff: Daryl K. Halls will begin work on June 7 in the position of Executive Director. On May 25, I resigned from the STA. To smooth the transition period, my last day of work will be June 30. I plan to return to work at MTC in August.

Brown Act Issue: Solano County Supervisor Barbara Kondylis has submitted a complaint alleging that the STA's Executive Committee violates the Brown Act. Staff and the STA's legal council will meet with the District Attorney on June 22 to discuss this matter.

Reliever Route: On May 11, Board members Rischa Slade, Jim Spering, Don Erickson and I attended the County Board of Supervisors (BOS) meeting to support approval of the Memorandum of Understanding. The MOU was approved by a vote of 3-2. On May 25, I discussed the Reliever Route project on the cable television show Fairfield Living. The show will air in June.

Benicia-Martinez and Carquinez Bridges: I joined Board member Gizzi for the Contra Costa Transportation Authority/STA Subcommittee in Benicia on May 20. A groundbreaking ceremony for the Benicia-Martinez bridge project is scheduled for July 8, 1999.

Federal TEA 21 Funds: MTC has been working with the Bay Area Partnership to prepare guidelines for programming the second cycle of TEA 21 funds (fiscal years 2001-03). On May 14, I testified at MTC's Work Program Committee in favor of proposals that would benefit Solano.

***SolanoLinks:** The Transit Consortium approved a request for proposal for the 1999-00 SolanoLinks Marketing Program. Proposals are due on June 21, 1999, and the Consortium will make a recommendation for consultant selection to the Board in July (see agenda item 6.6).

Bicycle Signage: In May, the STA made a budget request from Senator Johannessen for \$75,000 for Solano Regional Bike Route Signage. The Senate has preliminarily approved our request, and it has been forwarded to the Budget Conference Committee.

Interim Executive Director's Report, page two

Solano Transportation Enhancements Program: Staff will meet with the selection committee on June 8, and will recommend a program of projects at the July Board meeting. The STA received 11 applications requesting \$1,597,000 for \$500,000 in available funds.

LEGISLATIVE REPORT

***SB 428 (Perata):** Based on an initiative sponsored by the Bay Area Council, this bill 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 7.1).

SCA 3 (Burton) Constitutional Amendment for Local Transportation Sales Taxes: There have been substantial amendments to SCA 3 since my last report. Rather than amending the state constitution to allow local sales taxes to be enacted by a majority vote, this proposed constitutional amendment would allow for a statewide majority vote to extend existing local transportation sales taxes and impose similar taxes in counties that do not currently have them. An implementing statute would be drafted, probably setting the statewide election for November 2000. Counties that do not currently have a transportation sales tax in place must have a 20-year expenditure plan approved by their county Boards of Supervisors and a majority of their cities representing a majority of the population. For a county to be able to extend or impose a transportation sales tax, the statewide ballot measure would have to pass in that county with a majority vote.

AB 1448 (Cox) Public contracts for Architectural and Engineering Services: This bill would make necessary statutory changes to permit the state and local governments to contract with qualified private architectural and engineering firms for all public works projects, should California voters pass an amendment to the State Constitution to permit such actions. The ability to contract out would extend to all phases of a project, regardless of the funding source, programming agency, or whether or not the project is part of any state-owned or state-operated system or facility.

ACA 16 (Cox) Public contracts for Architectural and Engineering Services: This constitutional amendment would place before the voters an amendment to the State Constitution to permit the state and local governments to contract with qualified private architectural and engineering firms for all public works projects.

Upcoming events

June 9	Capitol Corridor JPB meeting in Suisun City
June 9	STA Board meeting in Suisun City
June 10	Joint meeting of the STA Reliever Route Subcommittee and the Reliever Route Working Group in Suisun City
June 30	Metropolitan Transportation Commission meeting in Oakland
June 30	SolanoLinks Consortium in Suisun City
June 30	STA TAC meeting in Suisun City
July 8	Groundbreaking Ceremony for the Benicia-Martinez Bridge in Benicia
July 14	STA 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	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects 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
Capitol Corridor CCJPB, STA	\$5,000	*	\$3,400	-6th roundtrip began 2/21/99 -Negotiations ongoing with landowner for parking improvements at Suisun/Fairfield
Electric Vehicles STA	\$5,000	*	\$0	-Electric vehicle infrastructure network grant application submitted on May 14
Federal Lobbyist ***** STA	\$13,000	*	\$4,500	-Received a \$1 million bus purchase appropriation -Earmarks received for the Reliever Route for \$14.4 million and Wilson Ave for \$.75 million in the TEA 21 legislation
Highway 12 Improvements 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
Highway 37 Project 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 (IIP) STIP funds.
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
I-80 Reliever Route - Corridor Concept Plan STA	\$15,000	\$35,000	\$0	-Phase 2 community meeting held 5/10/99 in Vacaville -MTC approved \$30,000 for Phase 2 plan -Phase 1 complete
I-80 Reliever Route - Implementation *** STA	\$27,000	*	\$23,061	-EIS/R and basemapping contracts signed -Leisure Town Road extension opened -Grandy and Associates providing support services for the project
Intercity Transit Plan - Implementation STA	*	*	*	-Spring marketing campaign began May 2, newspaper insert and radio spots -Updated brochure and route ads have been completed
Mare Island Access Study Vallejo	\$10,000	*	\$0	-Contractor selected (Korve) in 3/99, scope of work and cost are under negotiation, contract expected in 5/99
Miscellaneous Project Development **	\$0	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
Solano Bike Route Plan - Implementation **** STA	\$19,971	\$8,700	\$19,971	-3rd printing of BikeLinks map completed -Caltrans approved \$144,000 BLA funds and \$50,000 YSAQMD for Old Davis Road bike lanes
Solano Bikeway (along I-80 in Vallejo) 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
Solano Transportation Plan - Implementation STA	\$10,000	*	\$10,000	-Advisory Measure F passed overwhelmingly on 11/3/98 -Plan has been distributed
Traffic Safety Project Study STA	\$25,000	*	\$25,000	-Safety Projects programmed with TEA-21 funds -Solano Travel Safety Plan approved 12/98
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA and STA approved \$58,000 STAF local match
TOTAL	\$139,971	\$43,700	\$95,496	

* No funds allotted at this time

\$183,671

** Initially budgeted at \$15,000. In July, Board moved \$12,000 to I-80 Reliever Route Implementation (I-80 RRI). In May, moved an additional \$3,000 to I-80 RRI.

*** Initially budgeted at \$12,000. In November, additional \$10,000 to a total of \$22,000 approved. In May, additional \$5,000 to a total of \$27,000 approved.

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

***** Initially budgeted at \$15,000. In May, Board approved moving \$2,000 to I-80 Reliever Route Implementation

priority proj list
6/2/99



333 Sunset Avenue, Suite 200
Suisun City, California 94585

May 25, 1999

Area Code 707
422-6491 • Fax 438-0656

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

Dear Rischa:

With this letter, I am submitting my resignation from the Solano Transportation Authority. I want to thank the STA for the opportunity to serve as the Interim Executive Director for the past six months. It has been a great experience for me, and I have enjoyed working with the staff, the Board and member jurisdictions.

To smooth the leadership transition for the agency, I will work until June 30, which will allow time to train Daryl Halls as the new Executive Director. My last day at the STA will be in mid-July, as I will take my remaining accrued vacation after June 30. In August, I plan to return to work at the Metropolitan Transportation Commission.

Again, it has been a pleasure working with you.

Sincerely,

Michelle Morris Brubaker
Interim Executive Director

United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553

senator@boxer.senate.gov

http://www.senate.gov/~boxer

April 21, 1999

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

Dear Ms. Brubaker:

Thank you for writing to me to request my support for Solano County's transportation priorities.

I will do all I can to obtain funding for this priority as I fight for equitable treatment of California in the appropriations process.

Again, thank you for writing to me and please stay in touch with me.

April 21, 1999

Sincerely,



Barbara Boxer
United States Senator

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

Dear Ms. Brubaker:

BB:mw Thank you for writing to me to request my support for Solano County's transportation priorities.

I will do all I can to obtain funding for this priority as I fight for equitable treatment of California in the appropriations process.

Again, thank you for writing to me and please stay in touch with me.

April 21, 1999

Sincerely,



Barbara Boxer
United States Senator

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

Dear Ms. Brubaker:

BB:mw Thank you for writing to me to request my support for Solano County's transportation priorities.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

June 1, 1999

Area Code 707
422-6491 • Fax 438-0656

Members:

Benicia	Assemblywoman Denise Ducheny
Dixon	Chair of the Assembly Budget Committee
Fairfield	79 th Assembly District
Rio Vista	State Capitol
Solano County	PO Box 942849
Suisun City	Sacramento, CA 94249-0001
Vacaville	
Vallejo	

Dear Assemblywoman Ducheny:

We are writing to request your support for this budget request for \$75,000 for the Solano Regional Bike Route Signage Program. The project has received preliminary approval by the Senate Budget Committee and full Senate, and has been forwarded to the Budget Conference Committee.

A brief description of the program is attached. 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 Regional Bike Route Signage Program

Description Locate, manufacture and install approximately 130 regional bike route signs along existing Class 1, Class 2 and Class 3 bike routes in the cities and county of Solano.

Design The Solano Regional Bike Route Sign has been specially designed for use on arterial and collector streets. The sign type and size, with a location for the unique Solano graphic, has been formally approved by Caltrans (see attached design and Caltrans certification).

Benefits The 1995 Solano Countywide Bicycle Plan states that “safety is a major concern of both existing and potential bicyclists. For those who ride, it is typically an on-going concern or even a distraction.”

The route signs will direct bicyclists to the safest, most direct intercity routes throughout Solano. The Countywide Bicycle Plan states that bicycle riding on-street is commonly perceived as unsafe because of exposure of a lightweight, two-wheeled vehicle to heavier faster moving automobiles, trucks, and buses. In 1992 and 1993, twelve accidents involving bicyclists were recorded along local roads in unincorporated Solano County.

Although accident levels in Solano County are currently lower than in other more urbanized communities, projected demand for bicycling is expected to increase from about 1% of the mode share of all vehicle trips in 1990 to about 4% by the year 2010, when much of the proposed Phase 1 bicycle network is expected to be completed.

Locations The signs are proposed to be constructed on many of the approximately 561 km (about 336 miles) of Class 1, Class 2 and Class 3 bike routes. Depending on the nature of the road and number of other intersecting roads, signs would be located from about every 1 to 2 miles apart. Generally signs would be located along the roads designated in the recently released “BikeLinks” maps as “Bike Lanes or Shoulders” (green), “Variable Shoulder Widths” (orange), or “Rural Routes” (blue)—see attached BikeLinks maps.

Costs The total cost of the project is \$75,000. This cost includes \$500 per sign to manufacture and install 130 signs (\$65,000) and \$10,000 to prepare a detailed location plan and obtain approval and permits from each of the city and county public works departments.

Proclamation

DESIGNATING JUNE 5, 1999 AS "HIGHWAY 12 TRAFFIC SAFETY DAY" IN SOLANO COUNTY

WHEREAS, the Highway 12 Safety Task Force Slogan is "Drive to Stay Alive;" and

WHEREAS, the Highway 12 Safety Corridor encompasses the tri-county area of Sacramento, San Joaquin and Solano Counties from Interstate 80 to the far end of San Joaquin County; and

WHEREAS, traffic safety is a team effort which is support by the California Highway Patrol, CALTRANS, the Solano Transportation Authority and the Solano County Cities of Suisun, Fairfield, and Rio Vista; and

WHEREAS, the Corridor Safety Project is funded through the Office of Traffic Safety, Grant Number PT9850; and

WHEREAS, the Highway 12 Safety Task Force focus is on providing information and education to the public on safe driving practices to be exercised when traveling Highway 12; and

WHEREAS, increased law enforcement present and equipment will be utilized to encourage drivers to comply with the *Vehicle Code* and thus reduce collisions; and

WHEREAS, the Highway 12 Safety Task Force reminds you to:

**SLOW DOWN
PASS WITH CARE AND ONLY IN PASSING ZONES
NEVER DRINK & DRIVE; ALWAYS DESIGNATE A DRIVER
IF YOU'RE TIRED, TAKE A BREAK
ALWAYS BUCKLE UP
TURN HEADLIGHTS ON**

NOW, THEREFORE, BE IT PROCLAIMED that the Board of Supervisors designates June 5, 1999 as *Highway 12 Traffic Safety Day* in Solano County.

Dated this 1st day of June, 1999.



John F. Silva
JOHN F. SILVA, Chairman
Solano County Board of Supervisors

ATTEST:

MICHAEL D. JOHNSON, Clerk
Solano County Board of Supervisors

By: *Maggie Johnson*
Deputy

STA director looks to build cohesiveness

By Mark Simborg

DAILY REPUBLIC

5/17/99

FAIRFIELD — One could say that Daryl K. Halls is everywhere.

His four-page resume is practically a study in government layering, and his basic approach to issues is: Use every approach.

"You can't solve something through one mode," said Halls, incoming Solano Transportation Authority executive director. "Through transit or bikes or highway, one of them cannot solve it by itself. You need a blend.

Now what the right blend is kind of

depends. . . . That's where the challenge is going to be for the STA board."

Mixing issues and interests to create a palatable solution is nothing new to Halls: He spent the last seven years coordinating and representing the interests of 31 Orange County cities — at many levels of government — as the head of policy development and legislative service for the county's branch of the League of California Cities.

He served on task forces, subcommittees, advisory committees and planning groups in issues ranging from bankruptcy to air quality. In his most recent years with the league,

Halls focused on transportation, securing more than \$1.2 million in transportation planning funds for the Orange County Council of Governments. Incidentally, he also helped create the Orange County Council of Governments.

"He likes to look at the broad picture," said Laurann Cook, who has been close to Halls for seven years as an Orange County city mayor and member of various county entities, including the League of California Cities.



See Director, Back Page. DARYL HALLS

Director From Page One

Cook described Halls as "hard working," "dedicated" and "enthusiastic about regional issues.

"That's his forte," she said.

It will have to be, as the head of transportation planning and funding for a region growing at the rate Orange County did about 25 years ago.

Like his predecessor Marty Tuttle — who left in December to lead the Sacramento Area Council of Governments — Halls has a huge legislative background. But he has more transportation experience than Tuttle.

STA board members credited Tuttle with getting the cities to agree and support each other on regional projects such as the Interstate 80 Reliever Route.

And Tuttle was a force in Sacramento, securing funds for the Reliever Route, new Capitol Corridor trips, and the widening of Highway 37 and Highway 12.

Halls had similar success in Southern California, and he used the same strategy: cohesion.

Cohesion, first between officials within a city, then between the city representatives on the STA board, then between the STA and other counties represented on the Metropolitan Transportation Commission — the Bay Area's transportation planning and funding agency.

"You've got to be able to know that you're

in an environment where you've got to push your agenda — sometimes that means you've got to push other people's agendas to get support," he said.

Halls said his first item of business will be to meet with city council members, city managers and public works officials, and to tour the area's transportation projects.

"I want to see it so I can understand it," he said. "And then hopefully we have to build a case for each project.

"That's where the staff is going to be challenged, to continue that progress and motion."

The exploration of a sales tax measure will "probably be undertaken pretty quickly," Halls said.

Last November local voters passed Measure F, essentially pledging their support to spending possibly tax-gained dollars on a number of projects listed in the STA's long-term transportation plan.

These include building the Reliever Route, which still needs \$24 million, expanding ferry service, bolstering commuter bus services, improving road safety, repairing streets and potholes, and improving freeway interchanges.

Only three years ago, the STA was still making its transition from county-run to independent. County Transportation Director John Gray handled part-time what will

be Hall's \$78,000-per-year job.

The STA technically came into its own in 1990, after voters passed Prop. 111, which required counties to adopt a Congestion Management Agency that would receive gas tax funds.

Halls saw the position as chance to see some results.

"It's a small organization and I come from a small organization," he said. "I'm looking at a new agency, facing big challenges in a manageable-sized county, and that's too good to pass up."

A Southern California native, Halls said he was always into legislative issues. As the editor of his college newspaper, he would drift away from the basic news and more toward editorials and political analyses.

STA board members said they hired Halls because of his legislative background and ostensible self-confidence.

In person, Halls is glib and self-assured, but not intimidating.

"He has a very easy manner to working with people," Cook said. "He's an easy going, patient person."

He starts June 7th.

"I'm used to working hard," Halls said. "And I think we're going to be working hard. But I think it's going to be fun."

Make your FAMILY TIME more meaningful!

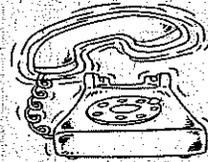
We can help you find a more pleasurable way to get to work!

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DR 5/23/99



**SOLANO
COMMUTER
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KMUTE800@jccomp.com



BIKE TO WORK DAY Join California cyclists and win GREAT prizes!

(Prizes donated by Southwest Airlines; Bicycle Works; Fisks Cyclery; Ray's Cycle; Amtrak Capitol Corridor, and Vallejo Baylink Ferry)



Reporter 5/17/99

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**TUESDAY
MAY 18**

or ride anytime during the week!

Bike to Work Day appeals to cyclists, environmentalists

By Mark Simborg

DAILY REPUBLIC

5/17/99

FAIRFIELD — A man weaves his bike down the street, his tie wrapping around his neck and blazer flapping like an evil cape behind him as he tries to counterbalance the weight of his briefcase.

No. You're not hallucinating. And no. You're not stuck in an '80s Music Television video.

You're watching a Bike to Work Day participant.

Hundreds of Solano County commuters will clear the cobwebs from their bikes on Tuesday for the 5th annual event, sponsored locally by Solano Commuter Information and statewide by the California Bicycle Coalition. It's actually a part of California Bike to Work Week, in which some 13,000 riders participated last year.

"My personal motivation is to demonstrate that there are alternatives to driving," said Armijo Spanish teacher Randy Carlson.

Carlson has rallied about 40 students and 10 faculty to partake in his own version of the event: Bike to School Day.

Winters resident Greg Meeks plans on taking a bus to Solano Mall, then biking to his office in Suisun City.

"I thought that it would be kind of fun," he said. "I'm going to try it and see how it works. If it works, I might continue to do that for a while."

About 270 people in Solano County participated last year, and already 170 have signed up

More information

To sign up for Bike to Work Day, call Solano Commuter Information at (800) 53-KMUTE.

this year, said Elizabeth Richards, Solano Commuter Information's program manager.

Those interested can register as late as Tuesday. Participants get discount coupons to local bike shops and are eligible to win two round-trip plane tickets to anywhere in the United States, a tandem Samba bicycle, and various biking gear and accessories.

Local riders can also win two Capitol Corridor round-trip tickets or two full-day Vallejo ferry passes.

Nearly 30 percent of the people who work in Solano County live within 10 miles of their office, said Richards, who occasionally bikes 10 miles from her Vacaville home to her office in Suisun City.

Richards suggested taking a less change-the-world approach to Bike Day.

"It's just for people's own good," she said. "It's good exercise."

Carlson agreed.

"It's almost un-American to ride a bicycle," he said. "All cultural currents are going in the other direction, especially in high school."

"I'm not trying to change society. I'm just trying to show there are other options out there."

Green light for reliever route

In brief

Supervisors rescue a plan to build a four-lane link between Vacaville and Highway 12.

Rep.
(5.12.99)

By John Scheibe
Staff Writer

What a relief for local transportation officials.

Finally, after a two-week delay, a key part of the 10.5-mile-long Interstate-80 reliever route got the support of Solano County supervisors Tuesday, nudging by them on a 3-2 vote.

Tuesday's vote means that Vanden Road — a crucial part of the \$74-million route — will be widened from a two-lane country road into a

four-lane highway by October 2003. Its widening will cost \$8.8 million and will be paid for with state and federal funds.

As was the case two weeks ago, supervisors Duane Kromm and Barbara Kondylis voted against the widening of Vanden Road, saying the reliever route lacks a regional land use plan.

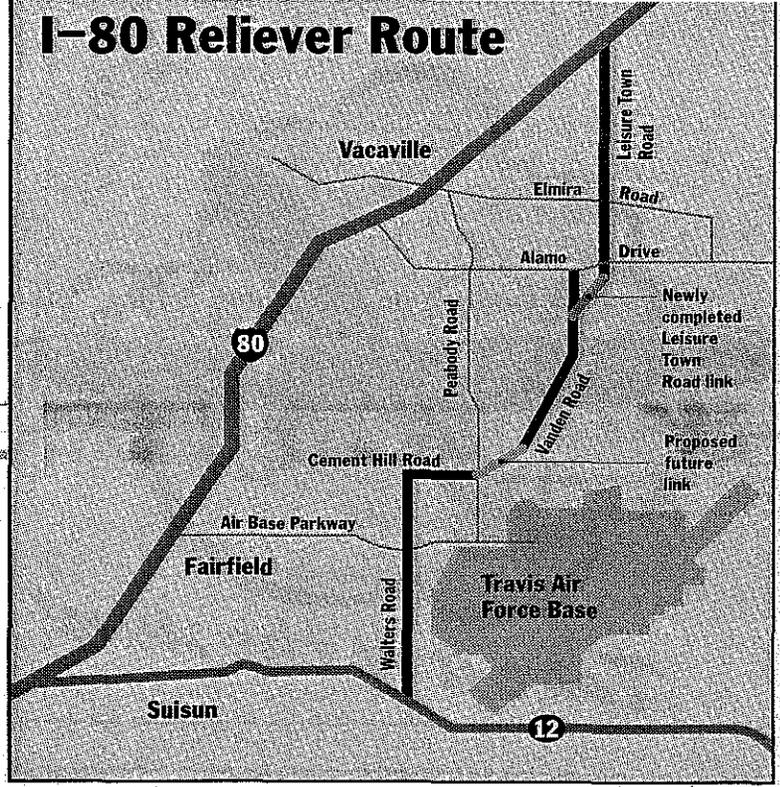
Kromm cited a University of California, Berkeley, study showing that new highways built without a land-use plan become clogged with traffic within five years since they

enable new housing, commercial and industrial development nearby.

"What we should be doing is putting smart land-use planning on the table first. That way you won't have more traffic jams," which will then necessitate the construction of even more highways in an upward spiral, Kromm said.

But Suisun City Mayor Jim Sperring, who recently headed the powerful Metropolitan Transportation Commission and who is a member of the Solano Transportation Authority

■ See **Reliever route**, Back Page



Reporter graphic

Reliever route ...

Continued from Page 1A
 ty, said transit agencies cannot be in the business of dictating land-use policies to area cities.

"We have no planning authority," Sperring told supervisors during the Tuesday afternoon meeting.

The reliever route passes nearby Travis Air Force Base, a hotly contested area that has been the subject of growth wars. Developers around Fairfield would like to build thousands of homes in the area, while slow and no-growth factions want to keep the grass-covered area empty. They fear any development would threaten Travis, which pumps more than \$1 billion into the local economy, and possibly lead to its closure.

Sperring told supervisors that growth will come to the region with or without the reliever route, since cities such as Fairfield and Vacaville already have approved additional houses, shopping malls and other projects as part of their general plans.

What we need to do is manage the (reliever route) corridor, so we can meet the county's future transportation needs," Sperring said.

"I think we have it backward and we're putting the cart before the horse."

Duane Kromm

Kromm said he wanted as much as anyone to make Vandersafer safer and wondered if it could not be done just by widening it into a larger two-lane road.

Gray said this could be done, and it would cost a fraction of the \$8.8 million that now will be spent to make it a four-lane roadway.

But in the end, supervisors voted for the four-lane project, thanks to Supervisor Bill Carroll, who was absent during the last vote two weeks ago and who provided the crucial third vote Tuesday.

But he cautioned that "by supporting this project does not mean I'm supporting any" nearby growth.

But Kromm said it was shortsighted to approve the project without a land-use plan first.

"I think we have it backward and we're putting the cart before the horse," he said.

SOLANO SCENE

Residents express concerns over reliever route

By Mark Simborg

DAILY REPUBLIC

VACAVILLE — Much work needs to be done.

That much — and maybe nothing else — was clear Monday night when planners with the Solano Transportation Authority met with Vacaville residents to discuss land use and design plans along the proposed Interstate 80 Reliever Route.

The meeting was the second in a series that will be held in communities along the planned route.

Many of the roughly 60 residents

questioned the purpose of the 10 1/2-mile route, which would run from I-80 at Leisure Town Road in Vacaville to Highway 12 in Suisun City.

A few people left in disgust, but most of the standing-room-only crowd stayed long enough to break into work groups.

Planners frantically scribbled down suggestions, concerns and criticisms as workgroup members interrupted each other and anxiously raised their hands to get their comments in.

"Keep the traffic on I-80," shouted one man.

"I think the road is going to be so

heavily traveled it's going to be very dangerous to ride bicycles on it," said Jetta Burnett, a Vacaville resident.

Jeff Loux with MIG, a landscape design and planning company, tried to keep one group's attention on landscaping and other improvements, but many wanted to address the concept of the route itself.

Other concerns included safety and noise.

"I'm concerned about my own landscaping," said John Burnett, who lives in one of the neighborhoods that stretch down most of the west side of

Leisure Town Road.

That road, and Vanden and Walters roads would be widened to four lanes so inter-city motorists could avoid I-80 traffic. The route is meant to accommodate current and future development in the area, planners stressed.

Seven schools and fields of residential development are proposed in the Vacaville, Fairfield and Suisun City general plans for areas along the route.

Critics of the reliever route have argued that it will serve as catalyst for these developments and invite traffic from I-80, creating gridlock.

Indeed, that scenario seemed to be

on residents' minds. Leisure Town Road is already dangerously clogged with trucks, they said. Some of the reliever route construction has already begun. Five of its nine segments are funded at a cost of \$50 million federal and state dollars. About \$24 million more is needed.

The Board of Supervisors is voting today on if it will allow the STA to spend \$8.5 million to widen Vanden Road. The roughly 2 1/2 mile segment runs through the Vacaville-Fairfield greenbelt and is the only county-owned part of the route.

*Agenda Item 4.1
June 9, 1999*



DATE: May 19, 1999
TO: STA Board
FROM: Connie Soper, MTC
RE: Presentation by Connie Soper of MTC on the Proposed Revisions to the Unmet Needs
Definitions

Please refer to the attached memo.

Attachment



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: STA Board

DATE: 6/2/99

FR: Connie Soper, MTC staff

RE: Unmet Needs Process (Resolution 2380)

This is to inform you of MTC staff's intent to recommend to the Commission that MTC Resolution 2380 be revised. Resolution 2380 establishes MTC's procedures and criteria for determining use of TDA Article 8 funds for streets and roads purposes in counties with a population of under 500,000. Attachment A to Resolution 2380 provides the definition for "unmet transit needs" and "unmet transit needs that are reasonable to meet", pursuant to PUC Section 99401.5 (c). This Resolution has not been revised since 1992; since then, however, MTC has committed to several new initiatives that we believe warrant revisiting our policy.

In the Bay Area, jurisdictions in Napa, Solano and Sonoma Counties are eligible to claim TDA Article 8 funds for streets and roads purposes if there are no unmet transit needs which are reasonable to meet. MTC is required by state statute to establish and adopt a definition of "unmet transit need" and "reasonable to meet." We also hold a public hearing annually for the purpose of soliciting comments on unmet transit needs. Following the hearing we review the county's response to the issues that are raised, and recommend to the Commission whether there are unmet transit needs which are reasonable to meet.

While MTC is not proposing that the process or schedule for the unmet transit needs process be revised, we do want to consider how to enhance our outreach efforts to identify possible unmet needs. We also recommend amending the definition of "unmet transit needs" as follow:

1. Amend definition of "unmet transit needs" to reference coordination

SB 1474 requires MTC to actively consider opportunities for transit operators to provide their services more efficiently. In response to this legislative mandate, the Commission adopted the Transit Coordination Implementation Plan, which specifies a variety of activities and projects intended to improve coordination. We recommend that the definition of "unmet transit need" be amended to recognize MTC's commitment to improve coordination. Local jurisdictions would be required to consider the cost of implementing coordination activities (consistent with the Coordination Plan) as a viable transportation service prior to claiming TDA funds for streets and roads purposes.

2. Amend definition of "unmet transit needs" to reference welfare reform

Federal welfare reform legislation requires counties to develop plans indicating how they intend to transition current welfare recipients to jobs or training. MTC has been actively involved in these

planning efforts, which have revealed that the lack of adequate transportation is a barrier preventing successful implementation of welfare reform. Currently, a plan is underway in Napa County, and one is expected to be initiated in Sonoma County. Through these planning efforts, very specific transportation needs are being identified, many of which can be met through the local public transportation system, possibly through non-traditional approaches.

Strategies to assist in developing transportation solutions may include expanding marketing programs, initiating or expanding taxi voucher programs, demonstrating a special service route or shuttle, as well as expanding the regularly scheduled fixed route service. We believe such activities need to be recognized as unmet needs in our definition. This argument is strengthened by Caltrans' recent directive (see attached correspondence) that the definition of "identifiable groups likely to be transit dependent or transit disadvantaged" include recipients under the CalWORKS program.

Public Participation Process

If approved by the Commission, the revised definition would take effect for the next cycle of unmet transit needs hearings, scheduled for September. To ensure adequate opportunity for local jurisdictions to comment on the proposal, MTC staff is meeting with each county's PCC, technical advisory committee, and CMA. Comments from these groups will be taken into consideration prior to the development of the final recommendation.



DATE: May 27, 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 approve the following attached consent items:

- 6.1 Approve Minutes of Meeting of May 12, 1999
- 6.2 Review Draft Minutes of May 26, 1999 TAC Meeting
- 6.3 Approve Solano County Request for TIP Amendment
- 6.4 Approve Amended Disadvantaged Business Enterprises (DBE) Plan
- 6.5 Review SolanoLinks Intercity Transit Ridership Information
- 6.6 Approve Exception from STA Policies and Procedures Manual on Consultant Selection Committee for 1999-00 SolanoLinks Marketing Program
- 6.7 Approve Expanded PERS Benefit for STA Employees
- 6.8 Approve Administrative Leave for the Interim Executive Director
- 6.9 Review STA Fact Sheet
- 6.10 Approve Request for Staff to Fax Summaries of STA Board Meeting Actions to Each Member's City Clerk
- 6.11 No Board Meeting Schedule for August



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
May 12, 1999**

1.0 Call to Order - Confirm Quorum

A quorum was confirmed.

2.0 Approval of Agenda

Chair Slade called the regular meeting to order at 6:00 p.m. On a motion by Member Spering with a second by Marci Coglianesse, the agenda was approved by the STA Board. Chair Slade introduced Chris Manson, the new Board member from the City of Dixon and Daryl Halls, the finalist for the Executive Director position.

MEMBERS	Steve Gizzi	City of Benicia
PRESENT:	Chris Manson	City of Dixon
	Steve Lessler	City of Fairfield
	Marci Coglianesse	City of Rio Vista
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
	John Silva	County of Solano

MEMBERS
ABSENT: None

ALSO		
PRESENT:	Don Reynolds	Caltrans
	Don Erickson	City of Dixon (Alternate)
	Michael Segala	City of Suisun City (Alternate)
	Alan Nadritch	City of Benicia
	Morrie Barr	City of Fairfield
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo
	Gary Leach	City of Vallejo

Jim Weddell	CHP-Solano
Ashley Nguyen	MTC
Daryl Halls	Public
John Gray	Solano County
Elizabeth Richards	Solano Commuter Information
Michelle Morris Brubaker	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA

3.0 Interim Executive Director's Report

Michelle Morris Brubaker updated the Board on the following items:

- STA/SEDCORP Tranny award presentation on May 5 in Sacramento
- Reliever Route public meeting held on May 10 in Vacaville
- Board of Supervisors approval of the MOU for the Reliever Route
- Groundbreaking ceremony on the Benicia-Martinez bridge to be held on July 8
- TIP amendment on the TEA-21 projects to be heard this month at MTC
- Update on corridor management projects funded
- Draft list of TLC projects includes the Suisun City downtown project for \$195,000
- SB 428: the Bay Area Councils' Water Transit Plan
- AB 872 (Alquist): Streamline STIP funds to expedite project delivery

4.0 Comments/Update from Staff, Caltrans and MTC

Dan Christians updated the Board on the SolanoLinks program, including the newspaper insert that was published in various Solano newspapers and the radio spots being played on KUIC throughout May. Don Reynolds welcomed Daryl Halls and congratulated the STA on receiving the recent Tranny award.

4.1 Presentation on MTC's Transportation Blueprint for the 21st Century

Ashley Nguyen presented the Transportation Blueprint for the 21st Century. She said that the effort was currently underway to develop a transportation plan that addresses funding shortfalls for streets, roads, and transit in the Bay Area and includes expansion proposals. She said it will address the new proposed state funding initiatives, high-speed rail, county sales tax measures and other transportation issues. Its purpose is to reach a consensus for the expenditure of new transportation funding sources. On June 16 a presentation on the proposed plan will be made to the public. Jim Spring said that this is a very visionary plan.

5.0 Opportunity for Public Comments

None.

6.0 Consent Agenda

On a motion by Dan Donahue with a second by Steve Lessler, the following Consent Agenda items were unanimously approved:

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

7.1 Appoint Executive Director and Authorize Chair to Sign Personnel Services Contract

Rischa Slade presented this item. She said that the contract wasn't finished until late this afternoon, but requested that the Board review and act on it so that Daryl Halls, the new proposed Executive Director, could commence work in the next few weeks. His start date would be June 7 and his salary would be \$84,000.

Steve Lessler made a motion to approve the selection of Daryl Halls as Executive Director and approve the contract as proposed. A second was made by Jim Spering.

Marci Coglianesse asked about the proposed severance pay and whether there was sufficient funds in the budget to pay for it. Michelle Morris Brubaker said that the expected fund balance would provide sufficient funds, if unfortunate circumstances were to warrant. Steve Gizzi also expressed concerns about not being provided the contract until the meeting. He said that he thought the severance pay should start off lower than proposed. Marci Coglianesse requested the Chair to go over the contract in more detail.

Chair Slade described the various provisions of the contract. There was further discussion about what provisions are now considered standard for severance pay and other benefits for top management. Dan Donahue said that 6 months of severance pay has now become the norm and Don Erickson, Chris Manson and John Silva concurred.

Marci Coglianesse said that if the proposed provisions were not included in the prior Executive Director's contract, they should have been pointed out.

On a vote of 7-1, with Steve Gizzi voting no, Daryl Halls was appointed Executive Director of the STA commencing June 7, and the Chair was authorized to sign the proposed Personnel Services contract with Mr. Halls.

7.1 Authorize Executive Director to Execute Contract to Prepare 1998-99 STA Audit

Stacy Medley presented this item and said that an interview panel recently recommended the firm of Coporicci and Larson to prepare the STA audit for the next three years (1998-99, 1999-00 and 2000-01) with two additional option years. Steve Gizzi asked how many firms were considered. Stacy said that eight firms responded and three firms were considered. On a motion by Steve Lessler with a second by Steve Gizzi, the STA Board authorized the Executive Director to sign a three-year contract with Coporicci and Larson to prepare the STA audit for 1998-99, 1999-00 and 2000-01, with two additional option years.

8.1 Approve Resolution Incorporating Dixon-Davis Bike Route PSR and South Bicycle Plan Update as Supplements to Countywide Bicycle Plan

Dan Christians presented this item and said that the Bicycle Advisory Committee had been working on these two reports since last fall. He said that the Dixon-Davis Bike Route Project Study Report includes two new optional alignments to the original alignment proposed in 1996 along the Union Pacific Railroad right-of-way. Option 1 would include Class 1 bike routes along Pedrick Road from Vaughn Road to I-80 and along the levee of the South Fork of Putah Creek; and a Class 2 or 3 route along Sparling Road, a frontage road to I-80. Option 2 would be a Class 2 route along Vaughn Road from the Dixon City limits to Runge Road, then north on Runge Road to Tremont Road, then east on Tremont Road to Old Davis Road.

The South County Bicycle Plan Update studied various routes and trails in Benicia, Vallejo and unincorporated south Solano County. Approximately ten new or modified bike routes and connecting trails are proposed. These include a new east-west bicycle route over I-80 at Turner Parkway and new bike routes in central and northern Vallejo; new connecting routes to the Carquinez and Benicia-Martinez bridge spans; a new bike route over I-780 in Benicia; the completion of the Bay Trail through Benicia and Vallejo; a Class 1 bike route on the south side of Highway 12 between Highway 29 and Red Top Road; and a Class 3 bike route along Goodyear Road on the east side of I-680 from Herman Lake Road to Cordelia.

Michael Segala said that he appreciated Dan Christians' hard work with the Bicycle Advisory Committee and Dan Donahue said the BAC had done a good job addressing bike route needs in Vallejo. On a motion by Steve Lessler with a second by Chris Manson, a Resolution was approved by the STA Board approving the Dixon-Davis Bike Route PSR and South Bicycle Plan Update reports as supplements to the Countywide Bicycle Plan.

8.2 Approve Proposed Citylink Route 30 Modifications for the Summer

Matt Todd presented this report. He said that this proposal would modify Route 30 service to provide direct service from Woodland, Winters, Davis, Dixon, Vacaville and Fairfield to Six Flags Marine

World. Yolo County Transportation District (YCTD) provides the Route 30 service for the STA through a contract arrangement. The new summer service may require complimentary paratransit service, which will be provided by the YCTD. He said this would be a short-term trial run and Route 30 would return to the existing schedule in the fall. A report at the end of the summer would be provided. Matt said that public meetings were recently held in Dixon, Winters and Woodland. There were no oral comments received in Dixon; written comments received included one Vacaville resident who was opposed, the Woodland Recreation Department who's supported the concept, and a petition with 25 signatures in support of the service.

Steve Gizzi was concerned about why Vallejo Transit was opposed. Matt Todd said they were concerned about the duplication of service. Pam Belchamber said she thought that YCTD and Vallejo Transit had agreed to a closed door policy (i.e. not picking up any riders at Solano Mall). But since the consensus of the Consortium was to support an open door policy, they are in opposition to the proposal. She said that Vallejo Transit already provides hourly service from Solano Mall to Six Flags Marine World. Terry Bassett said that the solution to the open door policy was to charge the same fare as Vallejo Transit (not the 25-cent youth fare charged east of Fairfield). Jim Spering said that the Consortium should avoid service duplication.

Steve Lessler felt there would be a lot of demand because of all the recent changes at Six Flags Marine World. Marci Coglianese asked if the YSAQMD would be subsidizing the service, and Terry Bassett said that there will be subsidy from the Air District for youth fare promotion. Don Erickson said that he supported the service because it will expose a lot of new riders to this bus service without costing any more money. He said the process has been much more involved than he expected but admires the effort.

On a motion by Chris Manson with a second by Jim Spering, the proposed Citylink Route 30 modifications for the summer were unanimously approved by the STA Board.

8.3 Approve 1999-00 SolanoLinks Work Program

Dan Christians described the proposed 1999-00 SolanoLinks Work program that was recently developed by the Transit Consortium. He said that the program would be funded with up to \$128,000 of State Transit Assistance funding approved as part of the STA Budget. Request for proposals would be prepared to implement the program, which includes various marketing and planning tasks, similar to tasks the Consortium has accomplished the past two years. On a motion by Marci Coglianese with a second by Steve Gizzi, the 1999-00 SolanoLinks Work Program was unanimously approved by the STA Board.

9.0 Funding Opportunities

Dan Christians described the following funding opportunities that were available to STA member jurisdictions:

- 9.1 Solano Transportation Enhancements Program**
- 9.2 Bay Area Electric Vehicle (EV) Charging Network Grant Program**
- 9.3 BAAQMD Regional Transportation Fund for Clean Air Program**
- 9.4 BAAQMD Clean Air Vehicle Incentive Program (VIP)**

Dan said that the STA was preparing an overall application requesting funds for the Bay Area Electric Vehicle (EV) Charging Network Grant Program (item 9.2) and it would be submitted by May 14. Chair Slade said that she and her City staff continue to appreciate these funding opportunity fact sheets.

10.1 SB 428 (Peralta): Proposed San Francisco Bay Area Water Transit Authority

Michelle Morris Brubaker briefly described this bill. Jim Spering said that he is very concerned that a new \$1 bridge toll would have no return to source. Steve Gizzi said that he attended the unveiling of the Bay Area Council (BAC) plan in San Francisco, that it is an exciting concept and would be cheaper to build than a number of new BART extensions. Jim Spering said that he disagreed, and said that this proposal would take too much subsidy and we should first build on existing ferry services. Member Spering said that only he and Mayor Exline of Vallejo opposed the BAC plan because they feel that local representation is very important and the Governor shouldn't be appointing a regional board as spelled out in the bill.

Marci Coglianese said that she recently saw a presentation on the BAC plan at the California League of Cities, and requested that the STA have a full presentation on it. Dan Donahue said that the STA should then take a stand on it. John Silva said that MTC is responsible for transportation in the Bay Area and he was concerned about creating another bureaucracy. It was then agreed that a member of the Bay Area Council should be invited at the next meeting to give a presentation on the plan.

10.2 Board Members Comments

Rischa Slade said that regarding the Transportation Steering Committee, that in addition to Jim Spering and Steve Lessler from the STA, she needs to appoint a Member-at-Large. She asked for some suggested names. Steve Gizzi suggested that Don Erickson be appointed for continuity reasons. Michelle Morris Brubaker said that Michael Segala had also requested to be appointed to that position. Chris Manson said that Don Erickson would give the committee a regional perspective.

Chair Slade said that Sharon Banks, Director of AC Transit, had a second stroke and was in Kaiser Hospital. She said that Ms. Banks was very aware and asked everyone to keep her in their prayers.

10.3 Adjournment

The meeting was adjourned at about 7:30 p.m. The next meeting will be held on June 9, 1999.



Draft

**TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
May 26, 1999**

1. Call to Order

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

PRESENT:	Gian Aggarwal	City of Vacaville
	Morrie Barr	City of Fairfield
	Julian W. Carroll	Caltrans
	Dan Christians	STA
	John Gray	Solano County
	Ken Harms	City of Fairfield
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Ashley Nguyen	MTC
	Julie M. Pappa	City of Suisun City
	Norman Repanich	City of Rio Vista
	Elizabeth Richards	SCI
	Connie Soper	MTC
	Michael Throne	City of Benicia
	Matt Todd	STA
	Paul Wiese	Solano County

2. Approval of Agenda

Items 12 and 13 were moved up on the agenda to follow item 8. On a motion by John Gray with a second by Michael Throne, the amended agenda was approved as presented.

3. Approval of Minutes of April 28, 1999

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

4. Opportunity for Public Comment

There was no public comment.

5. Comments from Staff, Caltrans, MTC

Matt Todd thanked everyone for completing all the necessary resolutions for all the recently programmed funds. Dan Christians updated the TAC on the STIP workshop he attended earlier in the morning. Dan also said that the STA had submitted an application for charging stations to the Bay Area Electric Vehicles (EV) Charging Network Grant Program. Ed Huestis said that AB 71, which would allow SOV electric vehicles to use the HOV lanes, had passed in the State Assembly. He also said that the PVEA budget had been increased from \$4 million to \$37 million for FY 2000.

6. Consortium Update

Matt Todd provided an update on the Consortium meeting.

ACTION ITEMS

7. Solano County Request for TIP Amendment

Paul Wiese and John Gray explained the TIP amendment request. It was noted this is county guarantee money and cannot be used by other agencies. On a motion by Gian Aggarwal with a second by Michael Throne, the TAC approved the proposed TIP amendment to move \$305,000 in STP funds from the Pleasants Valley Road rehabilitation/overlay project to the Benicia Road rehabilitation project.

INFORMATION ITEMS

8. Proposed Changes to Transit Unmet Needs Process

Connie Soper presented this item. Connie reviewed the proposed changes to MTC Resolution 2380, which establishes MTC's procedures and criteria for determining the use of TDA funds for streets and roads purposes in counties with a population of under 500,000. She reviewed the specific proposed changes regarding SB 1474 and the recent welfare reform issues. Paul Wiese responded to the sentence that said federal STP funds could offset any loss of TDA for streets and roads purposes. He noted that the TDA funds the County uses for streets and roads have more flexibility than federal STP, and that the county will receive no additional federal funds from an increase in the level of STP funding because they receive funds based on the old FAS funding levels.

12. Presentation on Preliminary Results of the 1999 Solano Traffic Model Update

Dan Christians and Ken Harms presented this item. The Solano model and MTC model were both discussed. A modeling subcommittee was scheduled for June 8 at 3:30 p.m. at the STA.

13. Request for Level of Service Data for 1999 Congestion Management Program

Dan Christians presented this item. Dan requested the LOS data necessary to update the CMP. There was further discussion on the role of the CMP under the revised legislation. There was also discussion on the origin of the traffic travelling on the Solano roadway network.

9. Update on Solano Transportation Enhancements Program

Dan Christians presented this item. He said the STA received 11 applications requesting over \$1 million more than is available. The scoring committee of the TAC, Consortium, BAC and STA staff is scheduled to meet in the second week of June. The recommended projects will be brought to the TAC in June and the STA board in July.

10. Funding Opportunities Calendar

Dan Christians reviewed the BAAQMD Regional Transportation Fund for Clean Air Program and the BAAQMD Clean Air Vehicle Incentive Program.

11. TEA-21 Cycle 2 Fund Proposal

Matt Todd presented this item. He reviewed the latest information from MTC on the proposed distribution of funds for the second cycle of TEA-21 funds. Matt also distributed new CMAQ guidance from the FHWA/FTA.

14. Adjournment

The meeting was adjourned at 2:50 p.m. on a motion of John Gray with a second by Michael Throne. The next meeting is Wednesday June 30, at 1:30 p.m.



DATE: June 1, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: Approve Solano County Request for TIP Amendment

The STA has programmed \$305,000 in federal Surface Transportation Program (STP) funds to Solano County for Pleasants Valley Road rehabilitation/overlay from north of Cherry Glen Road to approximately 1.5 miles north of Cherry Glen Road and from Vaca Valley Rd. to 0.5 miles south. This project is in the TIP amendment that will go before MTC for approval in May. The County has since reassessed its priorities for roadway rehabilitation.

Solano County now requests that \$305,000 in STP funds be moved to Benicia Road rehabilitation from Home Acres Avenue to the Vallejo City limits at the Carquinez Cemetery. This project would still meet the goals of MTC's Resolution 3053, which directs the county's STP funds to be used primarily for roadway and transit rehabilitation and replacement. Since this funding cannot be programmed to any other jurisdiction in Solano, STA staff recommends that the request be approved.

The TAC has approved this request and recommends Board approval.

Fiscal Impact

None.

Recommendation

Approve the proposed amendment to the Transportation Improvement Program (TIP) to move \$305,000 in STP funds from the Pleasants Valley Road rehabilitation/overlay project to the Benicia Road rehabilitation project and forward the request on to MTC.

Attachment

**SOLANO COUNTY
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230
Suisun City, California 94585

Telephone (707) 421-6060
Fax (707) 429-2894



John Gray, Director

Lonnie Baldwin
Administration
(707) 421-6064

Paul Wiese
Engineering
(707) 421-6072

Eben Stevens, Operations
(707) 421-6055

May 14, 1999

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

Dear Michelle:

SUBJECT: Amendment to 1999 TIP - Benicia Road Improvements

Solano County recently applied for \$305,000 in STP funds for the improvement of Pleasants Valley Road. These were County Guarantee funds, guaranteed to the County in FY 99-00 by State law. For programming purposes, they were programmed in FY 98-99 and FY 00-01. However, I understand that we can advance our project into FY 99-00 if it is ready to go. MTC is currently in the process of adding an entry to the TIP reflecting this project.

We would like to move that funding to a different project - the Benicia Road rehabilitation project. This project is located in the unincorporated area of Vallejo, and extends from Home Acres Avenue to the Vallejo city limit at the Carquinez Cemetery, a distance of about 0.4 miles. Work consists of an overlay of the entire road, the construction of sidewalks on both sides of the road, drainage improvements, and minor widening of the shoulders (one foot on each side). The summary of programmed funding is contained on the attached spreadsheet.

Note that the amount of federal funding requested has not changed from the previous project, though we are contributing more local funding. Also, as you know, these County Guarantee funds are not available to other agencies.

Would you please place this proposed TIP amendment on the next TAC agenda, then (assuming TAC approval) place it on the agenda of the STA Board?

Thank you for your help.

Sincerely,

Paul Wiese
Engineering Manager

PROPOSED AMENDMENT TO 1999 TIP

	Existing TIP			:	Proposed TIP		
	FY 98-99	FY 00-01	Total	:	FY 98-99	FY 00-01	Total
Pleasants Valley Road Impvmts				:			
Federal funding	\$30,000	\$275,000	\$305,000	:	\$0	\$0	\$0
Local match	<u>\$4,000</u>	<u>\$36,000</u>	<u>\$40,000</u>	:	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total funding	\$34,000	\$311,000	\$345,000	:	\$0	\$0	\$0
				:			
Benicia Road Rehabilitation				:			
Federal funding	\$0	\$0	\$0	:	\$0	\$305,000	\$305,000
Local match	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	:	<u>\$0</u>	<u>\$100,000</u>	<u>\$100,000</u>
Total funding	\$0	\$0	\$0	:	\$0	\$405,000	\$405,000
				:			
Grand Total				:			
Federal funding	\$30,000	\$275,000	\$305,000	:	\$0	\$305,000	\$305,000
Local match	<u>\$4,000</u>	<u>\$36,000</u>	<u>\$40,000</u>	:	<u>\$0</u>	<u>\$100,000</u>	<u>\$100,000</u>
Total funding	\$34,000	\$311,000	\$345,000	:	\$0	\$405,000	\$405,000

Paul Wiese
 May 14, 1999
 99116.wk4



DATE: June 1, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: Approve Amended Disadvantaged Business Enterprises (DBE) Plan

The STA has a DBE plan, which was adopted as part of the STA's "Policies and Procedures" on June 11, 1997. In order to receive federal funds, Caltrans requires that local agencies adopt a DBE plan with certain provisions. In order to comply with Caltrans' requirements, staff recommends amending the STA's DBE plan as attached. This amended policy would replace the STA's current DBE policy contained in the "Policies and Procedures" in FIN-8, Section X, pages 43-44.

The STA is required to adopt annual DBE goals for fiscal years in which the STA will be contracting with consultants using federal funds. This fiscal year, the STA has contracted with consultants to implement the I-80 Reliever Route project. In January, the STA Board adopted a DBE goal of 10% for the fiscal year 1998-99.

Staff recommends that the STA Board adopt the attached amended DBE plan.

Fiscal Impact

None.

Recommendations

Adopt the amended DBE plan as shown on the following pages.

Attachment

SOLANO TRANSPORTATION AUTHORITY
DISADVANTAGED BUSINESS ENTERPRISES (DBE)
PROGRAM

Adopted June 9, 1999

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DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

SOLANO TRANSPORTATION AUTHORITY

I. POLICY STATEMENT

It is the policy of the Solano Transportation Authority (STA) to utilize Disadvantaged Business Enterprises (DBEs) and firms as defined in 49 CFR Part 26 in all aspects of contracting to the maximum extent feasible. This policy which is fully described herein constitutes STA's policy and commitment to substantially increase DBE Utilization, to the extent possible, in all STA's program activities funded wholly or in part by any U.S. Department of Transportation modal element.

This Agency, its contractors and subcontractors, which are the recipients of Federal-aid funds, agree to ensure DBE firms have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, this Agency and all of its contractors and subcontractors will take all reasonable steps in accordance with 49 CFR Part 26 to ensure the DBE firms have the maximum opportunity to compete for and perform contracts.

II. DISADVANTAGED BUSINESS ENTERPRISE (DBE) LIAISON OFFICER

The Deputy Director for Projects is the DBE Liaison Officer for this agency and shall report to the Executive Director. He/She will fully implement the provision of 49 CFR Part 26 and such other DBE programs as may be required. The reporting structure is shown on Attachment A.

III. DUTIES OF THE DBE LIAISON OFFICER

The DBE Liaison Officer shall develop, manage and implement the DBE Program on a day-to-day basis. Typical duties include, but are not limited, to the following activities:

- Develop and carry out technical assistance programs for DBEs, including referrals to supportive services. Where appropriate, the STA will use information and resources developed by its member jurisdictions.
- Arrange solicitations, time for the presentation of bid, quantities, specifications and delivery schedules, so as to facilitate the participation of DBEs. Where such changes are found necessary to increase DBE utilization, they will be made in consultation and cooperation with the STA's Project Manager involved.
- Provide guidance to DBEs in overcoming barriers, such as inability to obtain bonding financing. Where appropriate, the STA will use information and resources developed by its member jurisdictions.
- Carry out information and communication programs on contracting opportunities in a timely manner. Programs shall be bilingual where appropriate.

- Investigate the services offered by banks owned and controlled by Disadvantaged Business Enterprises. Where appropriate, the STA will use information and resources developed by its member jurisdictions.
- DBEs certified by Caltrans will be utilized. Said listing is to be made available to all project bidders. Said listing will include the following information: Name, address, telephone number, ethnic and/ or sexual ownership and type of work performed by firm.
- Prior to approval of the substitution or removal of any DBE sub-contractor, the prime contractors will be required to prove performance of good faith efforts to replace the DBE with another eligible DBE.
- Establish a DBE overall annual goal, as well as individual project goals. The annual goal shall be evaluated annually and adjusted as necessary. The STA has no access to any scientific and proven formula for goal setting. Various factors are taken into consideration and invariably involve judgment by the STA. The STA's methods are subject to change as an improvement in the technical approaches to goal setting becomes apparent.
- Perform good faith analysis when the project goal is not achieved.
- Maintain such documentation as is necessary to verify performance of all activities included in this program.

IV. PUBLIC NOTIFICATION

1. At the time of submittal of this program to the State Department of Transportation, a notice in both minority-focused and general circulation publication(s) will be published. Said publication shall include:
 - The annual overall DBE goal.
 - Notification that a description of how the goal was set is available for public inspection for a period of 30 days.
 - Notification that both U.S. DOT and this agency will accept comments on the goal for 45 days from the date of the notice. The notice shall advise interested parties that comments are for information purposes only.
2. This program will be reaffirmed by public notice annually at the time of publication of the overall goal. If substantial changes are made to this document, the entire document shall be subject to the notification requirements noted in (1) above.

In addition to the forgoing, interested disadvantaged and other contractor organizations will receive direct mailings of this complete program.

V. ESTABLISHMENT OF GOAL

1. The DBE goals will be established both annually (overall) and on a per contract basis. The annual goal will be based on planned contract activity for the coming year. The overall goal established will be subject to methodology and procedures established in 49 CFR Part 26, Subparts (C), (D) and (E) take effect on October 1st of each year.
2. The overall DBE goal established with this initial program is 10% and covers the period from October 1, 1998 to September 30, 1999.
3. Individual project goals will be established based on the following criteria:
 - Attainment of established overall goals
 - Size of project
 - Opportunities for DBEs as subcontractors, vendors, and suppliers
 - Minority population of geographic area in which work is to be performed
 - DBE goals being utilized in the geographic area by other State, Federal or local Jurisdictions
 - Availability of certified DBEs
 - Past experience on projects similar to the project being evaluated
 - Such other factors as may affect the utilization of DBEs

Complete evaluation documentation will be retained for each project.

4. Projects which do not contain a specific goal will contain the following provisions:
 - A. “Policy. It is the policy of the STA that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26, as amended from time-to-time, apply to this agreement.”
 - B. “DBE Obligation. The recipient or its contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 6 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or part with Federal funds provide under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.”

These provisions will not be necessary when Caltrans' standard special provisions are used, since they are already included by reference in Section 2-1.02, "Disadvantaged Business." See Section 12.8 of the *Local Assistance Procedures Manual*.

VI. CONTRACT PROCEDURES

This program shall be implemented through the utilization of contract special provisions provided and updated as necessary by the Caltrans Office of Local Programs, or other comparable divisions of Caltrans. These procedures require bidders to submit the names of DBE subcontractors and suppliers, a description of the work each is to perform or material to be furnished, and the dollar value of each DBE subactivity.

These procedures also require the incorporation of a prompt payment clause in all subject prime contracts. Such clause shall require successful bidders for prime contracts to pay subcontractors for satisfactory performance of their contracts no later than 20 days from receipt of each payment STA makes to the prime contractor. Additionally, prime contractors shall be required to release retention payments to the subcontractor within 20 days after the subcontractor's work is satisfactorily completed.

VII. NOTIFICATION

Projects will be advertised in local newspapers and minority focus newspapers when possible. These ads will include reference to DBE requirements and will indicate the DBE project goal.

DBE supportive service assistance centers will receive notification of projects scheduled to be advertised. Such centers will be afforded the opportunity to receive complimentary plans and specifications for projects within their geographical area of responsibility.

VIII. CONTRACTOR SELECTION CRITERIA FOR PROJECTS WITH DBE GOALS

Every project containing a DBE goal shall be evaluated by the DBE Liaison Officer or his/ her designee to ascertain bidding contractors' efforts to attain the DBE goal. The award of any project must be concurred with by the DBE Liaison Officer or his/ her designee before said contract may be awarded. Should there be disagreements concerning contractors' efforts to attain contract goals for DBE participation, the matter shall be referred to the Executive Director or his/ her designee, for final determination.

For all contracts for which contract goals are established, the STA will, in the solicitation, inform competitors that the apparent successful competitor will be required to submit DBE participation information to the STA and that the award of the contract will be conditioned upon satisfaction of the requirements established by the STA.

Solicitations for STA contract(s) shall require all bidders/proposers to submit a written assurance making a good faith effort of meeting the goal in their bids or proposals.

All bids must contain one of the following:

- a) The name of subcontractors, scope of work, and dollar value of any proposed subcontracts to DBEs, or
- b) A written assurance that the bidder/proposer has met the contract goals and shall provide the name of the DBE subcontractor(s), a description of the work to be performed by each, and the dollar value of each proposed DBE subcontract before award of contract, or
- c) A written assurance that the bidder/proposer has not met contract goals, but can either demonstrate sufficient, reasonable, and good faith efforts or, show cause why they have not met contract goals, before award of contract.

Competitors that fail to meet the DBE goal and fail to demonstrate sufficient reasonable good faith efforts shall be declared non-responsive and ineligible for award of the contract.

All contracts that contain a DBE goal, pursuant to this policy, will be monitored on an ongoing basis by project personnel during the course of construction. The DBE Liaison Officer is to be immediately advised of any circumstances wherein contractor compliance with the DBE provisions is questionable. The contractor shall submit a Final Report Utilization of DBE (see Attachment B) for each project which includes total payments to the prime contractor as well as any payments the prime contractor has made to DBE subcontractors, vendors and suppliers. If the report indicated the prime contractor has not achieved the project goal, project personnel shall attach an evaluation, in narrative form, of the reasons for failure to attain the goal and any corrective action that was taken. Prime contractors will be required to notify the Agency of any situation in which regularly scheduled progress payments are not made to DBE subcontractors, vendors or suppliers.

IX. COUNTING DBE PARTICIPANTS

This agency, its contractors, and subcontractors shall count DBE participation in accordance with the provisions of Section 26.55, Title 49, of the Code of Federal Regulations.

X. RECORDS AND REPORTS

1. The DBE Liaison Officer shall maintain such records, and provide such reports, as are necessary to ensure full compliance with this policy. Such records and reports shall include, as a minimum, the following information:
 - Awards to DBEs
 - Awards to majority contractors
 - Final project reports concerning DBE utilization
 - Such other data as is needed to fully evaluate compliance with this program

2. The DBE Liaison Officer shall submit reports to Caltrans and/ or to the appropriate U.S. DOT modal element as required.

XI. COMPLAINTS

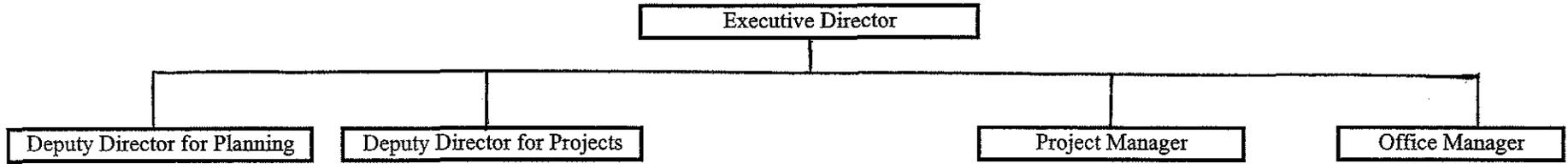
Any complaints received by the Agency concerning this program will be investigated by the Deputy Director for Projects. He/ She will endeavor to resolve said complaints within 90 days of receipt. The appropriate DOT modal element and Caltrans will be furnished a copy of the complaint and may be requested to concur in the proposed disposition of said complaint.

Contractors will be directed to notify the Agency of any complaints they may receive concerning this program.

Attachment A

ORGANIZATIONAL CHART

Solano Transportation Authority



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 New: CEM-2402 modified (Old: Form HC-43 REV 8/94)

FINAL REPORT
 UTILIZATION OF DISADVANTAGED BUSINESSES (DBE)
 AND WOMAN-OWNED BUSINESS ENTERPRISES (WBE)

Location (CO/RTE/PM) _____
 Project/Contract No. _____
 Federal Air Project No. _____
 Administering Agency: _____
 Contract Completion Date: _____

Prime Contractor: _____
 Address: _____
 Total Payment to Contractor \$ _____

CONTRACT ITEM NO	DESCRIPTION OF WORK PERFORMED AND MATERIALS PROVIDED	FOR CALTRANS USE ONLY	NAME OF DBE OR WBE	FOR CALTRANS USE ONLY	CONTRACT PAYMENTS		COMMENTS
					DBE	WBE	
					\$	\$	
Totals					\$	\$	

If actual DBE/WBE utilization (or item of work) was different than that approved at time of award, explain why under comments. List all DBE's utilized, whether or not the firms were originally listed for goal credit.

(Use reverse side if additional space is required)

ORIGINAL COMMITMENT
 DBE _____
 WBE _____
 Total _____

I CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND CORRECT

Signature - Contractor Representative

Title

Phone Number

Date

TO THE BEST OF MY INFORMATION AND BELIEF, THE ABOVE INFORMATION IS COMPLETE AND CORRECT

Signature - Resident Engineer

Title

Phone Number

Date

- Distribution: (1) Original plus one copy to DLAE included in the Report of Expenditures (original forwarded to Division of Structures, Office of External Liaison and Agreements)
 (2) Copy- local agency project files (3) Copy - OLP Area Engineer



DATE: June 2, 1999
TO: STA Board
FROM: Matt Todd
RE: Review SolanoLinks Intercity Transit Ridership Information

The SolanoLinks Consortium has compiled intercity transit ridership statistics for FY 96-97 and FY 97-98. The attached spreadsheet also includes ridership statistics for the SolanoLinks intercity transit ridership numbers for the first half of FY 98-99 and a simple projection of the numbers out to a full year so the data can be compared to previous years.

Another report will be brought to the Board with the actual year end data.

Fiscal Impact

None.

Recommendation

No recommendation; this is an information item only.

Attachment

SolanoLinks Intercity Transit Consortium Intercity Transit Route Ridership Statistics

Route	Ridership					
	FY 96-97	FY 97-98		FY 98-99		
	Full Year	Full Year	% Change (vs FY 96-97)	Half Year (Jul-Dec 98)	Projected Full Year	% Change (vs FY 97-98)
Vallejo 80	575,510	550,489	-4%	264,901	529,802	-4%
Vallejo 85	151,000	140,780	-7%	58,773	117,546	-17%
Vallejo 90	100,772	125,721	25%	64,050	128,100	2%
Vallejo 92 *	-	5,221	n/a	26,783	53,566	n/a
Vallejo 100 **	-	708	n/a	6,250	12,500	n/a
FST 20	45,796	45,300	-1%	24,809	49,618	10%
FST 40	30,872	26,448	-14%	13,035	26,070	-1%
Citylink 30	20,756	19,468	-6%	10,772	21,544	11%
Benicia	150,748	144,306	-4%	76,651	153,302	6%
TOTAL	1,075,454	1,058,441	-2%	546,024	1,092,048	3%

Notes

* Vallejo 92 service initiated April 6, 1998

** Vallejo 100 service initiated April 6, 1998



DATE: June 2, 1999
TO: STA Board
FROM: Dan Christians
RE: Approve Exception from STA Policies and Procedures Manual on Consultant Selection Committee for 1999-00 SolanoLinks Program

At the May 12 STA Board meeting, the 1999-00 SolanoLinks Marketing program was approved. On May 26, the SolanoLinks Transit Consortium released a Request for Proposal to obtain consulting services for marketing services identified in a preliminary scope of work (see attached). Proposals are requested by June 21.

The STA Policies and Procedures Manual requires the evaluation panel for potential STA consultants to consist of two members of the STA Board and one member of the STA staff. The initial transit coordination consultant committee consisted of the STA Transit Steering Committee, a three member STA Board committee, which met periodically throughout 1996 and 1997. In 1997, the SolanoLinks Transit Consortium was formed by the STA Board and delegated various advisory responsibilities on transit matters. Recommendations on work programs, contracts, funding, planning and marketing are made by the Transit Consortium and approved by the STA Board.

The SolanoLinks Transit Consortium members would like to be more involved in the selection and recommendation of consultants. They are requesting that the STA Board approve an exception from STA Policies and Procedures Manual to permit the Transit Consortium members to serve on the consultant selection committee for the 1999-00 SolanoLinks marketing program. Consortium members would interview the top candidates in June and request approval of the consultant at the July Board meeting.

Fiscal Impact

None. The approved 1999-00 STA Budget provides up to \$128,825 for this program.

Recommendation

Approve an exception from STA Policies and Procedures Manual on the consultant selection committee for the 1999-00 SolanoLinks Intercity Transit Marketing program.

1999-00 SOLANOLINKS TRANSIT MARKETING PROPOSAL

Preliminary Scope of Work - Marketing Activities	Hours (By Position)	Hourly Rate (by Position)	Total Design Costs (Hrs X Hrly Rate)	Direct Product Costs (I.e. printing)	TOTAL COST
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. 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					
TOTAL					

Proposed Optional Items



DATE: June 1, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: Approve Expanded PERS Benefit for STA Employees

The adopted 1999-00 STA budget includes funds for an expansion of the employee contribution for the Public Employees Retirement System (PERS) paid by the STA. In lieu of a cost-of-living adjustment (COLA) for STA employees, staff has requested expanded benefits from PERS. In 1998-99, STA employees received a 3% COLA.

Effective July 1, 1999, the STA would pay to PERS 7% of employee's gross earnings for the employee's contribution and pay the employer's required contribution. This would be a 4% increase from the current benefit package where the STA pays to PERS 3% of the employee's gross earnings for the employee's contribution and pays the employer's required contribution. This is consistent with the benefits for several other Bay Area transportation agencies, including MTC.

This benefit would be given to the Deputy Director for Projects, Dan Christians; Project Manager, Matt Todd; and Office Manager, Stacy Medley. The Deputy Director for Projects, Michelle Morris Brubaker, already has this benefit.

Fiscal Impact

The annual cost of this benefit is \$5,612.

Recommendations

Authorize an increase in the PERS benefit as described above for STA employees, effective July 1, 1999.



DATE: June 1, 1999
TO: STA Board
FROM: Rischa Slade
RE: Approve Administrative Leave for the Interim Executive Director

It has been the policy of the STA to provide administrative leave for the Executive Director. However, this benefit was inadvertently left out of the contract with Michelle Morris Brubaker for her tenure as Interim Executive Director. According to Dave Harris of Shannon Associates, this benefit is common for Executive Directors and similar positions. This action would give Michelle retroactive administrative leave for the period that she served as Interim Executive Director from December 18, 1998 to June 7, 1999, accrued at a rate of 4 hours per month.

Fiscal Impact

Cost included in the 1998-99 budget.

Recommendations

Provide Interim Executive Director, Michelle Morris Brubaker, with retroactive administrative leave from the period of December 18, 1998 to June 7, 1999, accrued at a rate of 4 hours per month.



DATE: June 1, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: Review STA Fact Sheet

Staff has prepared a fact sheet on the STA. This fact sheet explains the STA's mission and describes our role in Solano County transportation issues. It should also be a useful tool for the new Executive Director as he introduces himself to our partner agencies.

Please provide staff with any comments on the attached fact sheet.

Fiscal Impact

None.

Recommendations

None. This item is for information only.

Attachment

Mission Delivering transportation projects to ensure mobility, travel safety, economic vitality and quality of life in Solano.

Planning The Solano Transportation Authority (STA) is the transportation planning, coordinating and financing agency for its eight-member jurisdictions, including Benicia, Dixon, Fairfield, Rio Vista, Solano County, Suisun City, Vacaville and Vallejo. Created in 1990, the STA functions as the Congestion Management Agency to program federal, state and regional transportation funds. The STA provides countywide planning for the development of roads, transit, rail, bicycle and pedestrian facilities. In 1998, the STA prepared the Solano Transportation Plan and Solano voters overwhelmingly approved an advisory transportation measure supporting the plan by 76%.

Finance Over the years, federal and state laws have given regional and local governments an increasingly important role in financing transportation improvements. The STA works closely with the Metropolitan Transportation Commission (MTC), the regional transportation agency, which administers federal and state funds for the nine-county Bay Area. The STA plays a key role in selecting projects to receive federal funds from the Transportation Equity Act for the 21st Century (TEA-21).

Due to changes in state law in 1998, the STA took on new responsibilities to select projects to be funded in the State Transportation Improvement Program (STIP). Solano was successful in obtaining over \$179 million of STIP funds, including funding for Highway 37, Highway 12, I-680/I-80 auxiliary lanes and the I-80 Reliever Route between Vacaville, Fairfield and Suisun City. In addition, the STA is a project manager for the Transportation Fund for Clean Air program to reduce vehicle emissions. The STA also works with transit operators in Solano to review claims for Transportation Development Act and State Transit Assistance funds.

Coordination The STA coordinates with Caltrans, MTC, the Bay Area Partnership, the Capitol Corridor Joint Powers Board, and other local, state and federal agencies to oversee the efficiency and effectiveness of the county and region's transportation systems. The STA maintains a countywide traffic model, adopts a list of annual priority projects, and conducts marketing for the SolanoLinks Consortium.

Advocacy To win state and federal support for countywide priorities, whether in terms of funding or policy changes that affect Solano, the STA devotes energy to advocacy efforts at the regional, state and federal level. The STA's list of "priority projects" maximizes the effectiveness of these advocacy efforts.

Information For more information, contact the STA by telephone (707) 422-6491, by email at sam-sta@pacbell.net or on the Web at <http://www.solanolinks.com>.



DATE: June 2, 1999
TO: STA Board
FROM: Dan Christians
RE: Approve Request for Staff to Fax Summaries of STA Board Meeting Actions to the City Clerk in Each Member Jurisdiction

Chair Rischa Slade recently requested that staff fax out summaries of actions taken at STA Board Meetings to the City Clerk of each member jurisdiction. The information would be provided in time for City Council packet mailouts, many of which occur on Thursdays. Staff will try to send out a one page summary of the action's taken at each Board Meeting on the Thursday after the meeting. The first summary will be prepared immediately following this June 9 STA Board meeting.

Fiscal Impact

None

Recommendation

Approve request for staff to fax out summaries of STA Board Meeting actions to the City Clerk in each member jurisdiction.



DATE: June 2, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: No Board Meeting Scheduled for August

In the STA's schedule for 1999, there is no STA Board meeting scheduled for August. This is consistent with the meeting schedule for several other Bay Area transportation agencies, including MTC and the Contra Costa Transportation Authority.

Since there will not be a STA Board meeting in August, the STA TAC and the SolanoLinks Consortium will both be canceled for July. STA staff will be encouraged to take their accrued vacation during this time.

Fiscal Impact

None.

Recommendations

None. Item is for information only.



DATE: June 1, 1999
TO: STA Board
FROM: Michelle Morris Brubaker
RE: SB 428 (Perata): Proposed Bay Area Water Transit Authority

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). At the STA Board meeting, Russell Hancock, Vice President of the Bay Area Council will make a short presentation supporting the proposal. Board member Jim Spering will make arguments opposing it.

SB 428 (Perata) as amended May 28, 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, and 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 City of Vallejo is concerned that its Baylink ferry service would not benefit from the proposed bill. 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. The City of Vallejo concurs with the MTC recommended "oppose unless amended" on this bill.

Arguments opposing the initiative include the following:

- Members of the regional authority should be local officials, not appointed in Sacramento.
- Any new plan with additional service could conflict with current priorities. Unless additional revenues are identified to fund such service, other regional and local transit services could be affected.
- Many of the new services proposed are not cost effective.
- The proposed ferry service would likely have a negligible affect on congestion, and many riders would likely be diverted from existing transit service.

Attached are the following:

1. Copy of the bill (Page 65)
2. Bay Area Council's Bay Area Water Transit Initiative – Action Plan Executive summary (Page 71)
3. Evaluation of the bill provided by MTC (Page 97)
4. Evaluation of the proposal provided by MTC (Based on numbers provided by the Bay Area Council in April. These numbers are being revised.) (Page 99)
5. Analysis by Dennis Fay, Executive Director of the Alameda County CMA opposing the initiative (Page 105)
6. Bay Area Council's response to MTC's evaluation memo and Dennis Fayes memo. (Page 115)

Enclosed in the Board member's packets are copies of MTC's ferry plan.

If the Board would like to take a position on SB 428, staff recommends that the Board take an oppose position, unless the bill is amended.

Fiscal Impact

None.

Recommendation

Adopt a Board resolution opposing SB 428, unless amended.

Attachments

Resolution 99-

**A Resolution of the Solano Transportation Authority
In Opposition to SB 428 (Perata) Unless Amended Regarding the
San Francisco Bay Area Water Transit Authority**

WHEREAS, SB 428 as amended May 28, 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; and

WHEREAS, the bill instead would create the San Francisco Bay Area Water Transit Authority (Authority), comprised of nine members appointed primarily by the Governor and the Legislature; and

WHEREAS, the bill directs the Authority to operate a regional water transit system, including ferries, terminals, feeder buses and any other supportive transportation and facilities; and

WHEREAS, incremental expansion of the existing ferry service is the most prudent course of action; and

WHEREAS, a regional operating entity for ferry services may be counterproductive to efficient operation of existing services and should be carefully analyzed; and

WHEREAS, any new plan with additional service would conflict with current priorities, such as the highly successful Vallejo Baylink ferry system between Vallejo and San Francisco; and

WHEREAS, the Water Transit Initiative contemplates spending between \$600 and \$680 million for boats and terminals in its 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; and

WHEREAS, many of the new services proposed are not cost effective; and

WHEREAS, there is no mention of the impact these new ferry services would have on existing services by increasing the capital shortfall for high priority Bay Area transit projects that already have been identified by the Metropolitan Transportation Commission.

NOW, THEREFORE, BE IT RESOLVED, that the Solano Transportation Authority (STA) hereby opposes SB 428 (Perata) unless amended.

BE IT FURTHER RESOLVED, that the Solano Transportation Authority believes that members of a new Water Transit Authority Board of Directors must be locally elected officials appointed locally, in order to ensure maximum local accountability; and

BE IT FURTHER RESOLVED, that the STA believes that the current proposal challenges MTC's role in regional transportation planning and allocation of funds and opposes transferring MTC's authority regarding water transit services to the proposed Authority; and

BE IT FURTHER RESOLVED, that the STA believes that the commitment to existing ferry services should come first, before the region embarks on new services.

Rischa Slade, Chair
Solano Transportation Authority

I, DARYL HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by the STA at a regular meeting thereof held this 9th day of June, 1999.

Daryl Halls, Executive Director
Solano Transportation Authority

BILL NUMBER: SB 428 AMENDED
BILL TEXT

*Agenda Item 7.1.1
June 9, 1999*

AMENDED IN SENATE MAY 28, 1999
AMENDED IN SENATE APRIL 27, 1999
AMENDED IN SENATE APRIL 14, 1999

INTRODUCED BY Senator Perata

FEBRUARY 16, 1999

An act to add Title 7.10 (commencing with Section 66540) to, and to repeal Section 66519 of, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 428, as amended, Perata. Transportation: San Francisco Bay Area Water Transit Authority.

(1) Existing law authorizes the Metropolitan Transportation Commission to develop and adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay.

This bill would repeal the authority of the commission to adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay. The bill would create the San Francisco Bay Area Water Transit Authority, and would require the board of directors of the authority to consist of 9 members to be appointed and selected, as specified. The bill would prescribe the terms of the directors on the board. The bill would require the board to employ a chief executive officer and a general counsel and to convene a citizens' advisory committee and a technical advisory committee. The bill would require the board to prepare and adopt a bay area regional water transit plan and a capital improvement plan for implementing the bay area regional water transit plan, and to operate a comprehensive bay area regional public water transit system, as prescribed. The provision of the San Francisco Bay area regional water transit plan would not become operative until the Legislature, by statute, approves the plan. The bill would prescribe related matters with regard to the powers and duties of the authority.

The bill would impose a state-mandated local program by imposing those duties on the authority.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66519 of the Government Code is repealed.

SEC. 2. Title 7.10 (commencing with Section 66540) is added to the Government Code, to read:

TITLE 7.10. SAN FRANCISCO BAY AREA WATER TRANSIT AUTHORITY

66540. Unless the context otherwise requires, the definitions set forth in this section govern the construction of this title.

(a) "Authority" means the San Francisco Bay Area Water Transit Authority created by Section 66540.1.

(b) "Board" means the board of directors of the authority.

66540.1. There is hereby created the San Francisco Bay Area Water Transit Authority.

66540.2. (a) The authority shall be governed by a board comprised of nine members as follows:

(1) Eight of the members shall be appointed as follows:

(A) Four members shall be appointed by the Governor.

(B) Two members shall be appointed by the Senate Committee on Rules.

(C) Two members shall be appointed by the Assembly Committee on Rules.

(D) The appointments made pursuant to this paragraph shall be subject to Senate confirmation.

(2) One member shall be a member of the citizens' advisory committee established under Section 66540.14, and shall be selected by, and serve at the pleasure of, that committee.

(b) (1) From his or her appointees, the Governor shall designate one member as the president of the board and one member as the vice president of the board.

(2) The six remaining members of the board appointed pursuant to paragraph (1) of subdivision (a) shall consist of a representative from the maritime industry, a representative from the transit industry, a biological resource specialist, two locally elected officials, and a representative from the public at large who is a regular user of the water transit services of the authority.

(c) Each member of the board shall be a resident of a county in the region described in Section 66502.

(d) In making the appointments, the appointing authorities shall make every effort to ensure that the board is geographically balanced, but only to the extent consistent with the requirements of this title.

66540.4. The initial terms of the appointed directors shall be eight years.

66540.6. Upon the expiration of the eight-year terms described in Section 66540.4, two directors shall be appointed to serve until February 1, 2010, two directors shall be appointed to serve until February 1, 2011, and four directors shall be appointed to serve until February 1, 2012.

66540.8. The directors of the board shall serve without pay, but they may receive their necessary, actual expenses incurred in the discharge of their duties.

66540.10. The board shall employ a chief executive officer who shall have charge of administering the affairs and responsibilities of the authority, subject to the policy direction of the board. The chief executive officer, subject to the approval of the board, shall oversee the hiring of employees necessary to carry out the functions of the authority.

66540.12. The board shall employ a general counsel, responsible for managing the legal affairs of the authority, and the board may employ additional legal staff, contract for private legal counsel,

and contract with state agencies for legal services.

66540.14. Not later than six months from the date of the first meeting of the board, the chief executive officer, with the advice and consent of the board, shall convene a citizens' advisory committee to assist and advise the board in carrying out its functions. The citizens' advisory committee shall meet on a regular basis. The citizens' advisory committee shall include one member representing each local jurisdiction in which a water transit terminal exists or is proposed. The members shall be appointed by the elected governing body of each respective local jurisdiction. Additional members shall include at least one member who represents each of the following interests: fish and wildlife, recreational boating, private environmental protection entities, business, real estate development, architecture, urban planning, private sector vessel operators, and labor relations, as well as the public at large. The citizens' advisory committee shall appoint one of its members to the board.

66540.16. Not later than six months from the date of the first meeting of the board, the chief executive officer, with the advice and consent of the board, shall convene a technical advisory committee to assist and advise the board in carrying out its functions. The technical advisory committee shall meet on a regular basis. The technical advisory committee shall consist of members representing local, regional, state, and federal agencies, and operating ground transportation agencies.

66540.18. The board shall properly notice and conduct its meetings in accordance with the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code).

66540.20. The authority shall prepare and adopt a San Francisco Bay Area regional water transit plan. The plan shall include all appropriate land-side, vessel, and support elements, operational and performance standards, and policies. The plan shall be based upon, and be consistent with, the document entitled "San Francisco Bay Area Water Transit Initiative," dated February 1999, and prepared by the San Francisco Bay Area Council and the San Francisco Bay Area Economic Forum, and shall include all environmental standards and conditions set forth in that initiative. The adoption of the plan shall be subject to public hearings in all nine San Francisco Bay area counties, and shall be reviewed for consistency with the regional transportation plan prepared by the Metropolitan Transportation Commission. A copy of the plan shall be submitted to the Legislature. The authority shall accomplish programmatic environmental impact reports in connection with the adoption of the plan, as required under Division 13 (commencing with Section 21000) of the Public Resources Code. The plan shall not be implemented until the Legislature by statute approves the plan.

66540.22. The authority shall prepare and adopt a capital improvement plan for implementing the San Francisco Bay area regional water transit plan. The capital improvement plan shall include the costs of land transit needed to provide feeder service to the water transit system. The authority shall also prepare a feasibility study, including a projection of operating costs and revenues, and an identification of proposed sources for operating subsidies. The capital improvement plan shall be consistent with the water transit plan and shall be subject to the public hearing and review process described in Section 66540.20.

66540.24. 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. The primary focus

of the authority shall be the provision of services through the development and operation of a comprehensive water transit system. The authority shall affect the operation of an existing public water transit service only with the consent of the operator of that service.

66540.26. (a) The authority shall plan for, coordinate, and effect the delivery of feeder bus services that serve the water transit terminals. The plans shall be coordinated with local public transit operators.

(b) For the purposes of carrying out subdivision (a), the authority may do all of the following:

(1) Enter into agreements with public transit operators for the provision of feeder transit services that offer direct linkages to the water transit system.

(2) Own rolling stock, and operate feeder bus lines and other forms of feeder transportation, as needed, that offer direct linkages to the water transit system.

(3) Contract with franchisees for the purpose of providing feeder transportation services that offer direct linkages to the water transit system.

(4) Take any other actions necessary and proper to ensure that feeder transportation services are provided.

66540.28. The authority may accept, through purchase of fee, conveyance of title, long-term lease, or other means deemed appropriate, the vessels, terminals, maintenance and support facilities, and other assets of public water transit providers.

66540.30. The authority shall, in coordination with local public agencies, construct, acquire, develop, jointly develop, own, maintain, operate, and lease property and facilities which are elements of the operations of the San Francisco Bay area water transit service, including terminals, parking, maintenance and administration facilities.

66540.32. The authority may enter into agreements for the joint use or joint development of any property rights, including air rights, owned by the authority.

66540.34. The authority shall set fares for travel on the water transit system that it operates, and define and set other fares and fees for services related to the water transit system without the approval of the Public Utilities Commission.

66540.36. The authority may acquire real or personal property, through negotiation, purchase, lease, or gift.

66540.38. The authority may exercise the power of eminent domain within the region described in subdivision (b) of Section 66540.2, except in areas of national park lands, to take any property necessary, incidental, or convenient to carry out the purposes of the authority. In the event that the power of condemnation is exercised, the authority shall duly notify the local jurisdiction in which the property is sited, and shall exercise the power of eminent domain only with the formal consent of that jurisdiction. Eminent domain can be exercised only if the authority and the affected local jurisdiction each approve its use by a two-thirds vote.

66540.40. The authority may acquire, own, lease, construct, and operate water transit vessels and equipment, including, but not limited to, real and personal property, and equipment, and any facilities of the authority, except those facilities providing access to national parks.

66540.42. The authority may select franchisees, which may be private or public, for those operating elements of the water transit system and related facilities of the authority.

66540.44. The authority may enter into contracts with public, private, and nonprofit entities for the provision of services and

materials necessary to carry out its purposes.

66540.46. The authority shall prepare and implement annual operating budgets for the operation of the San Francisco Bay area water transit system, associated terminals, and related feeder transit and support services.

66640.48. The authority shall contract with an independent certified public account for an annual audit of the financial records and books of the authority. The accountant shall submit a report of the audit to the board and the board shall make copies of the report available to the public.

66540.50. The authority may apply for and receive grants from any and all state and federal agencies.

66540.52. The authority may solicit and accept gifts, fees, grants, or allocations from other public and private entities.

66540.54. The authority may sue and be sued.

66540.56. The authority may issue revenue bonds.

66540.58. The authority may incur bonded indebtedness and receive and manage a dedicated revenue source.

66540.60. The authority may deposit or invest any moneys of the authority in banks or financial institutions in the state in accordance with state law.

66540.62. The authority shall prescribe a method of securing employees, and shall adopt rules and regulations governing the employment of employees including the establishment of a retirement system. If the authority determines that it is in the best interests of the employees of the authority, the authority may enter into a contract with the Public Employees Retirement System.

66540.64. The authority may create, oversee, and terminate special advisory committees.

66540.68. The authority is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) and the National Environmental Policy Act of 1969 (42 U.S.C. Sec. 4321 et seq.).

66540.70. The authority shall not exercise the power to levy any tax or to seek that authority for any purposes.

66540.72. *The authority shall be funded through appropriations made under the annual Budget Act.*

SEC. 3. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

COMPLETE BILL HISTORY

BILL NUMBER : S.B. No. 428
AUTHOR : Perata
TOPIC : Transportation: San Francisco Bay Area Water Transit Authority.

TYPE OF BILL :

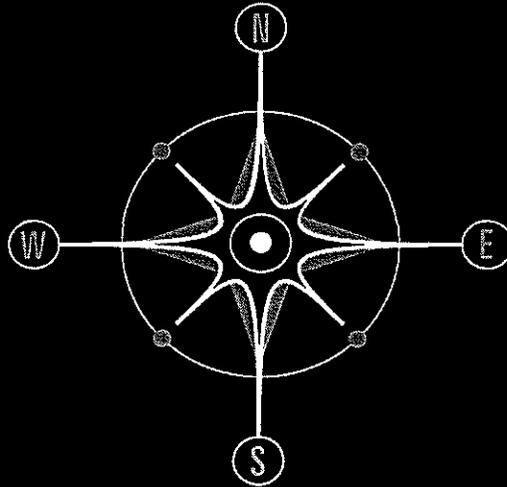
Active
Non-Urgency
Non-Appropriations
Majority Vote Required
State-Mandated Local Program
Fiscal
Non-Tax Levy

BILL HISTORY

1999

May 28 From committee: Do pass as amended. (Ayes 8. Noes 4.) Read second time. Amended. To third reading.
May 20 Set for hearing May 27.
May 17 Placed on APPR. suspense file.
May 6 Set for hearing May 17.
Apr. 27 Read second time. Amended. Re-referred to Com. on APPR.
Apr. 26 From committee: Do pass as amended, but first amend, and re-refer to Com. on APPR. (Ayes 9. Noes 0. Page 838.)
Apr. 15 Set for hearing April 20.
Apr. 15 Withdrawn from committee. Re-referred to Com. on TRANS.
Apr. 14 From committee with author's amendments. Read second time. Amended. Re-referred to committee.
Feb. 25 To Com. on RLS.
Feb. 17 From print. May be acted upon on or after March 19.
Feb. 16 Introduced. Read first time. To Com. on RLS. for assignment. To print.

charting the course



**BAY AREA
WATER TRANSIT
INITIATIVE**

*Agenda Item 7.1.2
June 9, 1999*

Action Plan
- Executive Summary -

**Bay Area High-Speed Water Transit System
for the 21st Century**

May 1999

*A Bold New Vision
To Improve Mobility in the Bay Area*

BAY AREA WATER TRANSIT INITIATIVE

EXECUTIVE SUMMARY

April 1999

*"Whatever you can do, or dream you can, begin it.
Boldness has genius, power and magic in it."*

Johann Wolfgang von Goethe

Introduction

San Francisco Bay is one of the finest natural harbors in the world; and yet it also is one of the most underutilized for transportation purposes.

The Bay Area Water Transit Initiative is an historic undertaking to address the chronic transportation and mobility challenges that plague the Bay Area, and advance the Bay as the most common-sense, cost-effective, and environmentally-sound solution.

Spearheaded by the Bay Area Council and the Bay Area Economic Forum, the Bay Area Water Transit Initiative is rooted in the press of daily events. The 1990s have witnessed the largest continuous economic expansion in decades, adding legions of Bay Area jobs, far less housing, and soaring rates of annual vehicle miles logged on the highway system. Yet the highway grid has remained essentially fixed, and the scale of expansion that would accommodate current demand is neither publicly supported nor environmentally acceptable. Nor have rail and transit providers been able to provide a complete solution, although they have worked capably within current configurations, and under ongoing financial constraints.

The consequence is a situation in which more than 100,000 collective hours are lost to traffic congestion, *on any given day* in the nine-county Bay Area. The Metropolitan Transportation Commission (MTC) projects that this congestion will increase 249% by 2020 if nothing occurs to alter current trends. This condition has an unacceptable impact on the regional economy and quality of life, and demands a concerted response.

The Bay Area Water Transit Initiative therefore asks the following question: What actions will:

- Add significant capacity to the regional transportation system?
- Improve mobility?
- Relieve congestion?
- Provide a viable alternative to driving alone?
- Avoid or minimize impacts to the environment?

The overarching conclusion is that water transit is the most economically feasible and environmentally compatible capital investment in transportation that can significantly reduce congestion and improve mobility in the Bay Area.

The evidence to support this conclusion was compiled over a period of 13 months, in a study effort presided over by the Bay Area Water Transit Task Force. Created at the direction of the California State Senate, the Task Force was appointed by the Chairs of the Bay Area Council and the Bay Area Economic Forum. The Task Force and its 52 members conducted numerous public hearings and forums, drawing on a broad array of experts and decisions makers. On the careful advice of a team of consultants and loaned technical experts, the Task Force now presents the following twelve conclusions:

1. A comprehensive water transit network is the “missing piece” in the Bay Area’s transportation “puzzle.” It is the mode that can connect all of the disparate transportation systems spread throughout the nine Bay Area counties, providing connectivity and mobility that is not possible any other way.
2. By comparison to other transportation investments, a comprehensive water transit system is the most cost-effective measure that will add significant new mobility to the region.
3. Other regions around the world have implemented effective water transit systems in the face of significant challenges, and although there are notable geographic and demographic differences, their experiences reveal 10 key success factors which must be incorporated into the new Bay Area system
4. With respect to the environment, water transit is by far the most sensitive form of transportation, and can be implemented in a way that preserves the ecological integrity of the Bay, the wildlife upon it, and the vital ecosystems in the surrounding habitats.
5. Water transit has greater flexibility than other components of the transportation system because, unlike fixed rail and highway systems, a ferry network can be reconfigured through the simple redeployment of the vessels.
6. Water transit has the greatest ability to serve as primary transportation in times of emergency—such as a major earthquake—because of its inherent flexibility, and is less likely than other modes to experience severe damage and disruption.

7. Not limited solely to the movement of people, water transit holds tremendous potential for the express mail and light freight industry, thereby removing legions of trucks from the region's highways and bridges.
8. Water transit holds the potential to make a significant breakthrough in the congested access to the regional airports. It is possible to construct remote airport terminals at which air passengers purchase tickets, check luggage, and clear security and travel directly to their final terminals using amphibious hovercraft.
9. Water transit is uniquely poised to capitalize on a major opportunity to redevelop the closed military bases being converted to civilian use, all but one of which are located on bayfront property.
10. The system will not operate at maximum effectiveness and efficiency until a "critical mass" threshold is achieved, and for this reason it should not be built in piecemeal fashion.
11. The current configuration of governmental institutions and water transit providers is not sufficiently regional in its scope and authority to provide comprehensive water transit service, necessitating the creation of a new "Bay Area Water Transit Authority."
12. There must be a new source of stable, dedicated funding in order for the new Authority to achieve the scale of operations sufficient to add significant capacity to the regional transportation system (without adversely affecting existing transit operators, or maintenance of the exiting transportation infrastructure).

In total, these conclusions compel a bold new vision for the Bay Area—one in which a vast network of high-speed vessels crisscross the Bay, making it possible to travel virtually anywhere in the region by traversing the water and linking to ground services. The historical success of ferries in this region before the construction of the bridges, and the contemporary success witnessed in other regions, make it logical to ask why world-class water transit isn't available today in the Bay Area. **In the face of mounting traffic gridlock and in light of all the available data and analysis, there is one common-sense compelling conclusion: The time has come to build the world's best high-speed water transit system in the Bay Area.**

Learning from Other Regions: Success Factors

In order to build the best water transit system in the world, however, it is necessary first of all to have a thorough understanding about what makes systems elsewhere so successful. Accordingly, a comprehensive analysis was conducted of the major water transportation systems in the world, whose geographical configurations and operating environments most closely resemble those of the Bay Area. The comparison of Sydney, Hong Kong, Seattle, and Vancouver reveals that those water transportation systems carry the equivalent of more than 7 to 10 times the current ridership in the Bay Area.

Comparison to Major Systems in the World

Element	Sydney	Hong Kong	Seattle	Vancouver	Bay Area
Population (millions)	3.3	6.5	2.9	1.8	6.6
Number of Terminals	29	23	20	2	9
Number of Routes	10	19	10	1	6
Miles of Routes	67	100	81	2	60
Riders (millions/year)	13	30	25	5	3.5
Volume of Ridership in Comparison to Bay Area	7x	8x	15x	5x	1x

The analysis of these regions also yielded "Ten Success Factors" which are fundamental to the success of any new system. They are:

- Scope and Geographic Coverage
- Frequency of Service
- Travel Time
- Reliability
- Quality of Service
- Efficiency of Landside Facilities
- Cost and Fares
- Intermodal Interface
- Safety
- Public Information and Education

In addition and just as important, for a new water transit system to succeed in the Bay Area, it also must be exceptionally environmentally-friendly. The designers, developers, managers, and operators of this envisioned "best-in-the-world" water transit system must embrace from the very beginning an environmental ethic and moral commitment to protecting precious wildlife and vital habitat. The sum total of this environmental ethic plus the Ten Success Factors provide the framework for the bold vision: they are the essential elements and foundational components for the new Bay Area high-speed water transit system.

The following describes what each Success Factor means for the new Bay Area water transit system. It should be underscored that these Success Factors are inter-related and affect one another: they are all vital parts of an integrated system.

1. **Scope and Geographic Coverage.** First and foremost, the system must be comprehensive. The system envisioned for the Bay Area includes 35-40 terminals at full build-out, connected by a fleet of up to 120 passenger vessels and 5 specialized cargo vessels.