



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

MEETING NOTICE

**January 14, 1998
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
6:00 p.m.**

Members:

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

Martin Tuttle
Executive Director

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

Develop and implement a vision for transportation that, while recognizing the diverse nature of the County, supports economic development and ensures quality of life in Solano County.

ITEM

- 1.0 Call to Order - Confirm Quorum**
- 2.0 Approval of Agenda**
- 3.0 Selection of Chair and Vice-Chair for 1998**
- 4.0 Executive Director's Report**
- 5.0 Comments/Update from Staff, Caltrans, and MTC**
- 6.0 Opportunity for Public Comment**
- 7.0 CONSENT AGENDA (Any consent item can be pulled for discussion)**
- 7.1 Minutes of Meeting of December 10, 1997. Page 16**
- 7.2 Draft minutes of January 7, 1998 TAC meeting. Page 23**
- 7.3 Appointments to Solano Paratransit Coordinating Council. Page 27 (Matt Todd)**
- 7.4 Resolution Supporting STIP Amendment Transferring 1994-95 TCI Grant to City of Fairfield. Page 35 (Martin Tuttle)**
- 7.5 Resolution in Recognition of Contribution of Harold Tavalero to Public Transportation in the City of Vallejo. Page 41 (Martin Tuttle)**
- 8.0 ACTION ITEMS: FINANCIAL**
- 8.1 Final Bid List for 1998 State Transportation Improvement Program. Page 43 (Martin Tuttle)**

9.0 ACTION ITEMS: NON-FINANCIAL

- 9.1 Resolution Supporting Office of Traffic Safety Applications for STA Suggested School Route Map and Countywide Bike Route Signing Program, and Suisun City Lighted Crosswalk Demonstration Project. Page 53 (Dan Christians)**
- 9.2 Board Members Comments**
- 9.3 Adjourn (Next Meeting: February 11, 1998)**

*January 14, 1998
Agenda Item 3.0*



DATE: January 7, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Selection of Chair and Vice-Chair for 1998

The JPA provides that the STA Board will appoint a Chair and Vice-Chair each year. Chair Lessler was initially appointed in January 1996 and for a second term in January 1997. Vice-Chair Don Erickson was appointed in November 1996 to replace outgoing Gary Tatum of Vacaville.

Recommendation

Select a Chair and Vice-Chair for 1998.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

January 14, 1998
Agenda Item 4.0

Area Code 707
422-6491 ♦ Fax 438-0656

MEMORANDUM

DATE: January 7, 1998
TO: STA Board
FROM: Martin Tuttle 
RE: EXECUTIVE DIRECTOR'S REPORT

Members:
Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo
Martin Tuttle
Executive Director

Happy New Year! 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 month's Board agenda.*

SEDCORP Transportation Action Team: The group will unveil its draft Solano Transportation Plan at SEDCORP's Annual Meeting and Luncheon on January 23. The event will be held at The Reporter in Vacaville.

***1998 State Transportation Improvement Program (STIP):** The California Transportation Commission is scheduled to adopt the final guidelines and fund estimate for the 1998 STIP at their January 14/15 meeting in Sacramento. As of this writing, it is unclear if Caltrans will present its initial prioritization of projects to receive state discretionary funds at the meeting as scheduled (see related agenda item 8.1).

SolanoLinks: To date, all but Rio Vista and Vallejo have approved the JPA modifications and MOU as requested by the STA. The SolanoLinks Intercity Transit Consortium meets on January 28 to review the current marketing and the proposed five year plan.

***Capitol Corridor:** A resolution authorizing the transfer of "lead agency" status from the STA to the City of Fairfield for a 1994-95 state grant obtained for the proposed Vacaville/Fairfield train station land acquisition is outlined in agenda item 7.4. Fairfield must provide its allocation request to Caltrans by January 9 in order for the matter to be placed on the CTC's March 30/April 1 agenda. Also, BART, under contract with the STA, has initiated negotiations to acquire property adjacent to the Suisun/Fairfield station for parking improvements.

New Benicia-Martinez Bridge project: The proposed ground breaking ceremony for the project has been pushed back from this spring to the summer as Caltrans will not be able to begin its scheduled grading at the southern approach due to right-of-way delays. The STA/Contra Costa Transportation Authority is scheduled to meet on January 22 in Walnut Creek.

Vacaville Regional Transportation Center: Jim Spering and I joined Vacaville officials on December 19 at the opening ceremony for the new park-and-ride facility at Davis Street/I-80. The event received excellent media coverage, including a feature on KCRA TV-Channel 3's newscast.

Executive Director's Report, Page two

Upcoming events

January 16	SEDCORP Transportation Action Team meeting in Fairfield
January 21	Capitol Corridor Joint Powers Board in Suisun City
January 22	STA/Contra Costa Transportation Subcommittee in Walnut Creek
January 23	SEDCORP Annual Meeting in Vacaville
January 28	Metropolitan Transportation Commission meeting in Oakland
January 28	SolanoLinks Intercity Transit Consortium in Suisun City
January 28	STA TAC meeting in Suisun City
February 11	STA Board meeting in Suisun City

Attachments

Key news articles and correspondence

SOLANO FIRST

N E W S B R I E F

VISIT THE SEDCORP WEBSITE www.SEDCORP.org

Promoting Quality Business Development in Solano County Since 1983

Let SEDCORP help you "gear up" for the new year. There are three programs in January that you may be interested in attending. In date order:

January 7th -

Tourist Talk Luncheon

Marine World Africa USA's \$30 million capital improvement plan for the Vallejo theme park will be the topic of the Wednesday, Jan. 7th Luncheon at the Holiday Inn Marine World. Marine World General Manager Dan Aylward will discuss the Solano attraction's strategic plan, which includes new rides and attractions.

The Tourist Talk Luncheon is a quarterly event of the Vallejo Convention and Visitors Bureau (CVB). Cost is \$20 for members with pre-payment, and \$25 for all others. Call the CVB for reservations or more information - 707-642-3653.

January 16th -

1998 Outlook Conference

SEDCORP is a sponsor of the Bay Area Council's 1998 Outlook Conference, a premier annual event offering a look at the trends and conditions shaping business and the economy. The list of presenters is impressive, and includes:

David Ferm, publisher, *Business Week*,

Robert Parry, president, Federal Reserve Bank of San Francisco,

Roger Walther, chairman, Tusker Corp., and co-founder, American Institute for Foreign Study, and

Gary Rogers, chairman, Dreyer's Grand Ice Cream, Inc.

In addition, the 1998 Conference will feature a panel discussion on business investment in education. The Conference will take place on Friday, Jan. 16th at The Westin St. Francis, Union Square, San Francisco. Tickets are \$250 each, which includes lunch. Reduced rates are available for college faculty and students, government officials, and paid staff of non-profits and foundations: \$125 each, including lunch; \$65 for morning session only, no lunch.

For more information, contact the Bay Area Council - 415-981-6600.

The Bay Area Council is a business-sponsored, CEO-led, organization that promotes progressive public policy to enhance the region's economy and quality of life. SEDCORP is pleased to be a member of the Bay Area Council.

January 23rd -

SEDCORP Annual Meeting

Celebrating 15 years of service to Solano County, SEDCORP is pleased to present the 1998 Annual Meeting. The program will feature keynote remarks by Bay Area Council president Sunne Wright McPeak, introduction of the 1998 Board of Directors, and the unveiling of the draft Solano Transportation Plan, a joint effort of the SEDCORP Transportation Action Team and the Solano Transportation Authority.

The Annual Meeting and Luncheon will be held at The Reporter, Vacaville, on Jan. 23rd. Grateful appreciation to sponsors Gateway Realty and the Herman Goelitz Candy Company. Tickets are \$45 for members with reservations, and \$55 for all others. For reservations or more information, call SEDCORP - 707-864-1855.

Mark Your Calendar

February 18th. First Member-Investor Breakfast of 1998. Speaker Robert Pearlman from Autodesk. Sponsored by the Solano County Business and Education Alliance. Invitation will follow shortly.

SEDCORP

Walter Sunderman, Chairman
Mary T. McCarthy, President
marym@sedcorp.org
Pat Uhrich, Office Manager
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June Gentile, Bookkeeper
juneg@sedcorp.org

The Solano Economic Development Corporation (SEDCORP) is a membership supported, private, non-profit corporation dedicated to aggressively pursuing opportunities for quality business development in Solano County.

424 Executive Court N., Ste. C
Fairfield, CA 94533
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(707) 864-1855

January 1998

SEDCORP gratefully acknowledges
the generosity of
THE DAILY REPUBLIC
in underwriting the costs of this
Newsbrief.

Carpoolers can avoid toll hike

By Charles Levin
DAILY REPUBLIC

(12.23.97)

FAIRFIELD — Want to beat the oncoming cost of a \$2 bridge toll? Try carpools, vanpools or buses.

Commuter advocates and transit officials are spreading that message as the Bay Area prepares for the Jan. 1 increase on all seven state-owned spans.

The money will help pay for seismic strengthening on five state-owned bridges in the Bay Area. (The increase does not affect the Golden Gate Bridge.)

Some Solano County motorists

can expect to pay up to \$4 daily if they drive into San Francisco or San Mateo County because the increases will affect the Carquinez and Bay Bridge spans as well as the Benicia-Martinez Bridge.

"The way to get around the tolls is buddy up," said Elizabeth Richards, manager of Solano Commuter Information.

A carpool of at least three people can travel the bridges free during peak commuter hours — 5 to 10 a.m. and 3 to 7 p.m.

Vanpools with at least 11 passengers travel toll-free 24 hours a day.

Last week, volunteers handed out brochures at the bridges, warning of the price hike, encouraging commute options and offering a free round-trip coupon on any public transit service using a bridge.

The brochures are still available from toll takers for the asking, said Marty Tuttle, executive director of the Solano Transportation Authority.

The coupons will also be distributed at the Solano Mall during the first half of January, Tuttle said. Locally, the tickets will provide a pass to Vallejo Transit's El Cerrito

See Toll, Back Page

Toll From Page One

BARTLink and San Francisco-bound ferries (one way only).

The coupons are also good on Benicia and Fairfield-Suisun Transit buses to the Pleasant Hill BART station.

SolanoLinks, a consortium of local transit operators, plans to get the word out by advertising the coupon offer in local papers and on the Vallejo Fairgrounds electronic reader board.

By adding a dollar cash, motorists may use previously purchased bridge discount coupons

through Dec. 31, 1998. But simply using two of last year's tickets at the same time won't be accepted.

New discount books — 40 tickets for \$74, or \$1.85 each — will be available after the new year at participating Safeway, Lucky, SaveMart, Cala and Raley's stores or by calling the state Department of Transportation at (800) 962-4704.

The new toll charges are expected to last eight to 10 years, said Colin Jones, Caltrans spokesman.

County growth surging

Report shows jobs, houses on the rise

(12.12) **By SARAH ROHRS**
Times-Herald staff writer

OAKLAND — The number of jobs and houses will grow faster in Solano County than any other part of the Bay Area over the next 20 years, according to a Bay Area growth projection report released Thursday.

As more and more land is paved over near burgeoning job centers in the East Bay and South Bay, developers will look north to Solano, Napa and Sonoma counties to meet the area's growing demands in the 21st Century.

The Association of Bay Area Government released its 25-year forecast at a special "Road to the Next Economy" symposium.

While Solano will have the highest rate of growth, numerically more jobs and houses will be created in Santa Clara and Contra Costa counties, respectively.

Overall, between 1995 and 2020, the Bay Area will add 1.4 million new residents, bringing the population to 7,774,400.

The economy should generate nearly 1.4 million new jobs, bringing the number of jobs to 4,397,940.

Between 2000 and 2010 Solano County will add almost 42,000 jobs — one-third in the service sector, and 29 percent in retail. In the next 10 years, 2010 to 2020, about 37,400 jobs will be added.

Solano County will have a 36 percent increase in population and a 60 percent increase in jobs in the 25-year projection.

After weathering the closure of the Mare Island Naval Shipyard, Vallejo will make a come back in the local economy, contributing 22,590 new jobs (from 1995 to 2020) as the base in converted to private businesses.

American Canyon and the area around the

(See **COUNTY**, A2)

County: Report shows a surge in growth

(From A1)

Napa Airport will also witness a high rate of growth; 165 percent and 223 percent respectively.

Benicia's manufacturing and wholesale businesses are expected to generate 2,330 more jobs as a result of a 500-acre new business park on the Seeno property in the Benicia Industrial Park.

"What's always outstanding in the Bay Area is to watch growth in Sonoma, Napa and Solano counties. It's tied to the availability of land for jobs and housing," said Paul Fassinger, ABAG research director.

"There will be a large percentage of growth in Vacaville and Fairfield. This is a dynamic area because of Interstate 80 and its central location between the Bay Area and Sacramento area," he said.

Fairfield and Vacaville will continue to drive the county's economic engine, but Rio Vista will witness a staggering 424 percent growth in population as

the sleepy riverfront town. Some 3,900 now live in Rio Vista, but 24,100 are expected in 2020.

Fairfield will witness the largest population increase with 48,000 more people, following behind San Jose with 128,000 more people expected. Benicia has the lowest rate with just a 2 percent increase in population expected — 26,700 people expected in 1995 to 28,300 expected in 2020.

Vallejo's population is expected to grow from 116,200 to 140,100 in the 25-year forecast.

The explosive growth in Rio Vista will put pressure on the small city's infrastructure and surrounding highways, Solano County Supervisor Skip Thomson, District 5-Vacaville said.

"Highway 12 will be a major issue. It's a 2-lane highway and quite dangerous," Thomson said. "The city of Rio Vista will have to invest in fire and paramedics,

The growth of jobs in computer technology will remain high, but will begin to taper off to a moderate growth rate, Fassinger said.

"The 'Information Age' revolution is not something that you'll see every two years," he said. "There's not going to be any new inventions so companies will be taking basic information and making it better and better."

While the Bay Area economy will remain strong, the growth will bring some dark clouds over the landscape, particularly with more traffic and higher housing prices.

ABAG notes that the Bay Area's traffic is the third worst in the nation, and is not likely to get any better.

Families in search of affordable housing are choosing to live in the outlying counties in the North Bay, and San Joaquin Valley, but forcing themselves to commute long distances to their

Cities and counties should focus on trying to build affordable units near transit operations so that commuters can get off the road.

Unfortunately, the forecast shows the exact opposite will occur — the jobs-housing ratio will be pulled further apart and fewer houses will be built near BART stations and other transit operations, Fassinger said.

The Bay Area population will get older and more diverse as Caucasians fade into a minority by 2020. Asian and Pacific Islander and Hispanic populations will increase the most while the African-American population will remain constant.

The senior citizen population will swell by more than 1 million people for a total population of 2,090,400 by 2020 — a 93 percent increase over the previous

Solano telecenter closes

By Charles Levin
DAILY REPUBLIC

(1.3.98)

VACAVILLE — Telecommuting may be the wave of the future as long as you do it from home.

That may explain why Vacaville's Neighborhood Telecenter shut its doors Dec. 22.

City officials blamed a lack of revenue and grants and the city's unwillingness to use general fund money to keep the program afloat.

Of the 15 city-based centers launched in California in 1992 with financial assistance from the state, only three remain open.

"Part of the issue is that telecommuting may be ahead of its time, especially center-based telecommuting," said Pat Mokhtarian, associate professor of civil and environmental engineering at the University of California, Davis, and an expert in travel behavior and communications.

Many employers have been slow to warm to

Telecommuting allows employees to use computers, phones, fax and modems to handle their daily chores away from the office.

telecommuting, which allows employees offsite to use computers, phones, fax and modems to handle their daily chores.

The supportive companies favor home-based telecommuting, which requires less start-up costs and no rent, said Mokhtarian, a faculty associate with the school's Institute of Transportation Studies and a research consultant to the statewide pilot program.

"The people who telecommute would prefer to

See Telecenter, Page A7

Telecenter From Page One

work from their home," said Robin Witt, a Caltrans spokesman. "It's more convenient. It's more informal and it's every bit as productive."

Conventional wisdom suggests that telecommuting cuts freeway congestion and improves air quality. But studies show that companies support it because it's good for the bottom line, not because they're pro-environment, gridlock conscious or even touting it as an employee perk, Mokhtarian said.

Dale Pfeiffer, Vacaville's director of public works, acknowledged the trend toward home-based operations may have killed the center, but noted that this direction eliminates people without necessary equipment at home from taking advantage of telecommuting.

Vacaville closed its center after its funding dried up, said Ed Huestis, transportation manager.

The center had about a dozen regular

clients when it closed, roughly half of what it needed to stay open, Huestis said. During the last week, Huestis received about five calls from interested parties, some prompted by the recent increase in Bay Area bridge tolls to \$2.

The center opened in 1994 with a \$167,000 state Department of Transportation grant toward its \$267,000 startup cost.

Caltrans ponied up another \$40,000 for 1995-96. But when a state "trip reduction mandate" program — requiring employers to promote alternative forms of transportation for their staff — ended in December 1995, telecenter funding dried up, Pfeiffer said.

When the Caltrans subsidies ended, Vacaville started charging between \$10 an hour to \$200 a month to use the center, which is located behind the Three Oaks Community Center.

Yolo-Solano Air Quality Management District also supplied grant money, but in the end there weren't enough people using

the telecenter to justify using general fund money to keep it going, Huestis said.

Of the three remaining centers, in Ventura, Chula Vista and Grass Valley, the latter is struggling to stay open, Huestis said.

Chula Vista is succeeding because of an intense marketing effort, said Angie Jarchow, telecenter director.

Chula Vista's facility, funded with air quality district funds, user revenues and other grants, opened in 1994 and has grown its user occupancy every year from 4 percent to its current 37 percent, Jarchow said.

The center uses local cable, radio, print media, direct mail and fliers to promote itself.

Vacaville spent up to \$60,000 over the last three years on marketing efforts, Huestis said.

Meanwhile, the Family Resource Center has moved into the Vacaville trailer, prompting Pfeiffer to note that it's unlikely the telecommuting program will return.

Solano expected to top Bay Area growth

By Stephen Pierce
DAILY REPUBLIC

OAKLAND — Solano County will have the largest percentage growth in jobs, population and households in the Bay Area in the next 20 years, according to the latest forecast by the Association of Bay Area Governments.

The prediction sound familiar? Although it echoes repeated long-term expectations for the area, ABAG Research Director Paul Fassinger feels the conditions are still right for them to come true, eventually.

Availability of land, access to major transportation routes and its location between San Francisco and Sacramento continue to make Solano County a potential hot bed for development, Fassinger said.

"In the long term (Solano County) will be a good option for companies," Fassinger said.

Earlier predictions fell short because ABAG underestimated the impact of closing Mare Island Naval Shipyard in Vallejo

Solano County will add 89,850 jobs by 2020, with Fairfield gaining slightly more than a third of those jobs.

and the need of high-tech industries to cluster in Santa Clara County.

"It's harder than we thought to see the migration of those jobs," Fassinger said.

Solano County will add 89,850 jobs by 2020, with Fairfield gaining slightly more than a third of those jobs. Fairfield will gain 31,750 jobs, Vacaville, 23,620; Vallejo, 16,740; and Suisun City, 6,670.

Job growth in the second half of the forecast period will slow down in all cities except Vallejo. Vallejo will add almost 13,000 jobs between 2010 and 2020, compared to the 9,630 in the prior 10 years.

"In the short term (Vallejo) is just playing catch up," Fassinger said.

Despite the increase in jobs, Solano County will still have more employed residents than it has local jobs. The number of people commuting outside the county for employment will increase 31.3 percent,

going from 42,710 in 1995 to 56,060 in 2020.

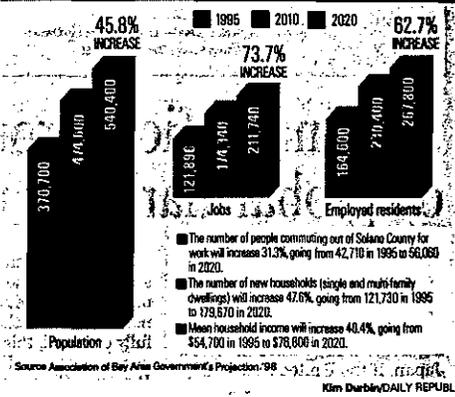
Solano leads the Bay Area in percentage growth in manufacturing, wholesale, and retail jobs.

Population of the county will almost double between 1995 and 2020. Fairfield will become the largest city in the county by 2020 when the city becomes home to 147,300 people. Vallejo will be the No. 2 city at 140,100.

Rio Vista will have the largest percentage growth — 424 percent. The little rural town will go from 3,900 people in 1995 to 24,100 in 2020.

Benicia will continue to lead the county in mean household income, going from \$67,600 to \$93,000 in 2020. Mean household income in 2020 will be \$77,600 in Fairfield, \$72,000 in Suisun City and \$74,900 in Vacaville.

Solano County growth through 2020



Panel to develop ferry service plan

Times-Herald staff report

□ (12-11-97)

Civic leaders from across the Bay Area have formed a panel to develop an action plan to expand ferry transit services, officials said Wednesday.

The task force, which includes nearly every prominent business and political leader in the region, will develop a plan for making ferries a viable alternative for commuters.

The group was created by a state Senate resolution in September and will be convened in January by the Bay Area Council, a business-sponsored group active in public policy issues affecting the area's economy and lifestyle.

"Bay Area commuters know all too well the frustration, delay and expense associated with idling in a vehicle on any of the region's congested freeways during the peak traffic hours," said state Sen. Bill Lockyer, D-Hayward.

"With freeways costing rough-

ly \$32 million per mile to construct, it is about time we look at other alternatives," Lockyer said.

During the 1989 earthquake, and again in the recent BART strike, ferries took up the slack as freeway service collapsed.

Vallejo's Baylink ferry service has seen a dramatic rise in ridership since the BART strike ended, city officials said.

"There is only so much room on our existing roads and the rail systems are basically complete, so it's high time we get serious about ferries," said Oakland Mayor Elihu Harris.

Harris, San Francisco Mayor Willie Brown, San Jose Mayor Susan Hammer, Vallejo Mayor Gloria Exline, Suisun City Mayor James Spering and corporate, environmental and transportation leaders will sit on the task force.

The panel will develop a plan to expand ferry services, resolve any barriers to implementing the plan and formulate a funding strategy.

Addition planned to Alamo bike path

By Kerri Regan
Staff Writer

By next fall, Alamo Creek will no longer obstruct the paths of bicyclists, in-line skaters, Southwood Park users or Padan School students.

Planning Commissioners recently approved plans to build a small bridge and extend the Alamo Creek Pedestrian Bike Path south to Alamo Drive.

Constructed in late 1995, the path runs along a railroad right-of-way from Marshall Road to Alamo Creek, where it bends to the east and extends past Peabody Road.

The 1,350-foot extension will be built along a dirt path that was once home to railroad tracks, which were removed in the mid-1980s.

The 10-foot-wide path will connect pedestrians, joggers, bicyclists and in-line skaters to Alamo Drive, Southwood Park and the existing bicycle path on the north side of Alamo Creek.

"You will be able to start on Alamo Drive and connect with the park or go across to Padan School, or go from the north side of the creek to (Will C. Wood) High School," said Deputy Public Works Director Paul Hom. "Right now it's a pretty circuitous route to get (from south of the creek) to Padan School. This will be a nice shortcut."

City master plans map out networks of off-street bicycle paths crossing the city, and about a quarter of them have



Steve McKay/The Reporter

Kristen Mortensen, 15, (left) and Starr Bachman, 17, skate along the Alamo Creek Pedestrian Bike Path near Tulare Drive.

been completed. This project is an important link in that chain because it crosses the creek, planners said.

Most of the \$205,000 project cost will pay for the 10-foot-wide bridge, which will also be accessible to emergency and maintenance vehicles.

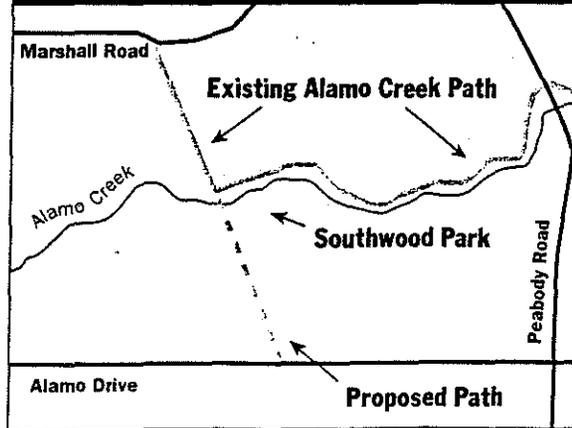
"The bridge will be supported by piers at the top of the bank, so the creek will be clear," Hom said.

Center piers could catch debris or fallen trees and increase the chances of flooding, he said.

Trees and shrubs are expected to provide an effective barricade between the path and the yards of people who live east of it, according to a report provided to planning commissioners.

The path will be about 50 feet away from rear yard fences, planners said.

Southside pedestrian bike path



Reporter graphic

The bicycle trail will eventually go up to Hume Way, under the Davis Street overpass and connect to a section of a trail that will be part of the Basic American Foods site improvement project, city officials said, though that

expansion is years away.

It will also link up to the recently completed Vacaville Regional Transportation Center on Davis and Hickory streets, where city and regional buses stop. The site is equipped with bicycle lockers.

The project is possible because of a \$65,000 grant from the Transportation Authority Development Act distributed by the Solano Transportation Authority's five-year "bicycle plan."

The Vacaville City Council budgeted the remaining \$140,000.

Construction plans should be finalized in the spring, with the project going to bid in the early summer.

Construction is expected to start in the late summer or early fall and take about three months to finish, Hom said.

Bay Area carpool lanes on I-80 scheduled for 14 hours a day

Reporter 12/24/97

BERKELEY (AP) — At least one senator wants to fight a plan to impose carpool lane restrictions 14 hours a day on Interstate 80 on the East side of San Francisco Bay.

“I think that’s absolutely ridiculous,” said Sen. Richard Rainey, R-Walnut Creek, a member of the Senate Transportation Committee.

Diamond lanes, created to encourage ride sharing and cut down on commute-hour congestion and pollution, normally are enforced only during rush hours. But the I-80 rules will be in force from 5 a.m. to 7 p.m. on weekdays — making them the strictest in the Bay Area. The new carpool lanes are scheduled to open next month, according to the California Department of Transportation.

If local transportation agencies that oversee the lanes do not reconsider, Rainey said he may introduce a bill in January requiring studies to prove 14-hour or longer restrictions make sense.

All drivers pay gasoline taxes to widen highways and should get a chance to use the lanes, Rainey said — that is, unless diamond lanes would really make a difference.

“When you’re looking at carpool lanes, you need data to prove it’s worthwhile,” he said.

Officials from Caltrans and the Metropolitan Transportation Commission, which oversees carpool rules, offered to talk with Rainey but do not intend to change the planned restrictions, they said.

In fact, drivers can expect to see more carpool lanes, not fewer. Plans call for extending the current 270-mile network of restricted lanes to 419 miles by the year 2015.

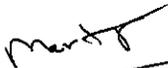
New lanes are proposed on Highway 4 from Concord to Pittsburg-Bay Point and on I-680 from Martinez to Walnut Creek, even though I-680 lanes from Walnut Creek to Dublin have attracted only limited use since opening in 1994.

Fines for violating carpool lane laws start at \$271.



December 18, 1997

Martin Tuttle, Executive Director
Solano Transportation Authority
333 Sunset Avenue
Suite 200
Suisun City, CA 94585


~~Dear Mr. Tuttle:~~

You inquired this week if some type of STA review would be appropriate for AB 2766 applications from agencies located in Solano County. I discussed your request with the District staff and we do not feel it is beneficial to establish a pre-screening or other type of structured approval by another agency for District 2766 applications. An external screening process would require a longer timeframe for the program, may cause some applicants to forego applying and would not conform to the intent of the legislation establishing the program. However, under one of the established project evaluation criteria, regional benefit, the District would consider an STA endorsement as a key supporting factor to gain maximum points for the project. Thus, the District would encourage applicants to obtain an endorsement from their local transportation agency to enhance their application.

I would like to reiterate the District's strong support for our county transit agencies and their key role in promoting alternative transportation modes such as public transit to reduce air pollution. I look forward to our continued cooperation in this effort.

Sincerely,



Larry Greene
Air Pollution Control Officer

cc: Terry Bassett Yolo County Transit District
District Board of Directors

January 14, 1998
Agenda Item 7.0



DATE: January 7, 1998
TO: STA Board
FROM: STA Staff
RE: CONSENT AGENDA (Any consent item can be pulled for discussion)

Recommendation:

That the STA Board approves the following attached consent items:

- 7.1 Minutes of Meeting of December 10, 1997.**
- 7.2 Draft minutes of January 7, 1998 TAC meeting.**
- 7.3 Appointments to Solano Paratransit Coordinating Council.**
- 7.4 Resolution Supporting STIP Amendment Transferring 1994-95 TCI Grant to City of Fairfield.**
- 7.5 Resolution in Recognition of Contribution of Harold Tavalero to Public Transportation in the City of Vallejo.**



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
December 10, 1997

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

Chairman Lessler called the meeting to order at 6:07 p.m. A quorum was confirmed.

MEMBERS	Steve Lessler	City of Fairfield
PRESENT:	Jerry Hayes	City of Benicia
	Don Erickson	City of Dixon
	Marci Coglianese	City of Rio Vista (alternate)
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
	Barbara Kondylis	County of Solano

MEMBERS	None
ABSENT:	

ALSO	Alan Nadritch	City of Benicia
PRESENT:	Don Reynolds	Caltrans
	Morrie Barr	City of Fairfield
	Craig Goldblatt	MTC
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Matt Todd	STA
	Stacy Medley	STA
	Paul Hom	City of Vacaville

2.0 Approval of Agenda

Martin Tuttle requested that agenda item 8.1 be moved to 7.1 so that Member Kondylis, who had to leave by 7:00 p.m., could be present for the agenda item on the North Bay Corridor Study. The agenda, as amended, was approved unanimously on a motion by Mayor Jerry Hayes, with a second by Member Barbara Kondylis.

3.0 Executive Director's Report

Martin Tuttle provided the following brief summary of his Executive Director's Report.

- Introduced Don Reynolds, Caltrans District Division Chief of Planning, and expressed his gratitude for Mr. Reynolds attendance at the STA Board meeting.
- Noted that he had attended the California Transportation Commission (CTC) December 9 meeting on the State Transportation Improvement Program (STIP) in Sacramento. Solano's share of regional choice STIP funding had been preliminarily estimated at \$32.8 million, but has been adjusted down to \$26 million due to our share of regional projects, set aside for the Transportation Enhancement Activities (TEA) program, and for state funds to match the federal Congestion Mitigation and Air Quality (CMAQ) funding. A proposed draft bid list of STIP projects was included for STA Board approval on the agenda, and the recommendations for a final bid list would go to the STA TAC on January 7, and to the STA Board on January 14.
- Informed the STA Board that the Vallejo City Council approved the dedication of Guadalcanal property for \$1 to Caltrans for project mitigation and the concept of extending Enterprise Street to reduce the project right-of-way cost by as much as \$6.5 million at their November 19 meeting. These actions are contingent on the final phase of the project (37/29 interchange) being fully funded in the 1998 STIP. Member Dan Donahue noted there had been little public objection to the plan, and commended Caltrans for their outreach efforts.
- Noted that more than \$30 million is being proposed by Caltrans to reduce "vertical curves" and make other safety improvements on Highway 12, between Rio Vista and Suisun City, as part of the 1998 State Highway Operation Protection Program. This is in addition to the already programed project to extend passing lanes on the route.
- Said the SolanoLinks Intercity Transit Consortium met on November 25 to review the current marketing, the proposed five year plan, and the status of Consortium implementation agreements. Focus groups to obtain public input on the program was held on November 24 and December 4. Tuttle noted that Suisun City's *Discovery* newsletter ran a full page feature on SolanoLinks this month. Member Rischa Slade noted that TCI cable company was willing to advertise the SolanoLinks services.
- Reported that, at the request of Supervisor Barbara Kondylis, he, John Gray, and BAC member Randall Carlson gave a brief summary of the STA's bicycle route goals to the Solano County Board of Supervisors on November 25.
- Noted that MTC conducted a focus group session with Napa and Solano residents at the STA on November 20. General support was expressed for a modest gas tax increase (but, far less than the authorized up to 10 cents per gallon) for selected road and transit projects.

- Noted that the SEDCORP Transportation Action Team had updated Solano elected officials and city managers on its findings, to date, on December 5 at Anheuser-Busch. Tuttle also noted that the event had received very good press coverage, and that the next meeting of the group would be on January 16.

4.0 Comments/Update from Staff, Caltrans, and MTC

Matt Todd noted that he had met with Solano County Health and Social Service staff on December 5 to discuss the transportation impacts of the CalWORKS Plan. The group will attend the Solano Consortium meeting in January. Member Barbara Kondylis noted that the CalWORKS Plan will have far reaching impacts, and should be closely monitored by STA staff. Member Rischa Slade concurred.

Don Reynolds of Caltrans noted that the Record of Decision (ROD) for the Benicia-Martinez Bridge had been recorded on October 30.

5.0 Opportunity for Public Comment

There was none.

6.0 CONSENT AGENDA

The consent agenda was unanimously approved on a motion by Mayor Jim Spring, with a second by Mayor Jerry Hayes. The consent agenda included the following items:

- 6.1 Minutes of Meeting of November 12, 1997.**
- 6.2 Draft Minutes of November 25, 1997 TAC meeting.**
- 6.3 Contribution toward Joint STA/CCTA Ground Breaking Ceremony.**
- 6.4 Abandoned Vehicle Abatement Program.**
- 6.5 Agreement with BART for the Suisun/Fairfield Rail Station Land Acquisition.**

*****End of Consent Agenda*****

7.1 North Bay Corridor Study

Craig Goldblatt of MTC presented the final recommendations of the MTC North Bay Corridor Study to the STA Board. The study area included western Solano (areas northwest of I-80), Napa, Sonoma and eastern Marin counties (to Hwy 101). Mr. Goldblatt noted that Mayor Jim Spring served as Chairman for the study's policy advisory committee, and that STA Board members Barbara Kondylis and Dan Donahue had also served on the policy advisory committee.

This study had looked at long range traffic needs and improvements along Highways 37, 29, 12 (west of I-80) 121, 116, etc., along with a comprehensive look at opportunities for wetlands restoration and trails. It was the intent of this study to come up with "packages" of improvements in order to integrate and fund wetlands restoration and trail access with traffic improvement projects and vice versa.

The study analyzed major improvements to the corridor, including the widening of Highway 37 to a four-lane expressway. This option would cost \$150 million. Since no funding is currently available for improvements of this scale, the study recommended that safety and operational improvement be pursued in the corridor at this time.

Mayor Jim Spering said that the study process had been unique because it included all stakeholders including transportation, environmental, and trails. The collaborative effort ensured that future improvements in the corridor would not be hindered by conflicting interests.

Member Dan Donahue concurred with Mayor Spering remarks, and noted that all impacted stakeholders had been brought to the table.

Member Barbara Kondylis agreed that the study had integrated the diverse needs of stakeholders in the corridor. She felt that the White Slough Specific Plan had provided an example of a cooperative planning effort in the corridor.

7.2 1998 State Transportation Improvement Program (STIP)

Tuttle noted that under SB 45, the new Regional Improvements Program (RIP) will allocate 75% of state transportation revenues to be programmed by regions. The new law also creates the Interregional Improvements Program (IIP). Under the IIP, 25% of state transportation funds will be for projects on interregional roads as proposed by Caltrans.

Martin Tuttle noted that a new draft bid list was required from the STA by December 19, with a final bid list due in January after release of the adopted Fund Estimate.

Tuttle noted that prior to the enactment of SB 45 into law, the STA Board approved a draft bid list that included the I-80 Reliever Route and the Highway 37/29 interchange projects. Under SB 45, transit capital projects are also eligible for STIP funding, and that MTC had issued a call for transit projects. These projects must also be considered for STIP funding. The following proposals for transit capital projects were submitted to the STA and MTC:

- | | |
|---------|---|
| Benicia | \$1 million for development of an intercity rail station. |
| Vallejo | \$3,507,624 for buses to provide express bus service on the I-80 corridor between Solano County and downtown San Francisco. |
| Vallejo | \$140,000 for a Long Range Vallejo Ferry Plan. This STIP funding would be matched with \$35,000 in local Transportation Development Act (TDA) funding from the City of Vallejo. |

Tuttle recommended the STA Board include the I-80 Reliever Route and the Highway 37/29 interchange projects, along with the transit projects submitted by Benicia and Vallejo, in the revised draft Solano County 1998 STIP bid list, with final project recommendations to be considered by the STA Board in January.

Tuttle's recommendation was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Mayor Jim Spering.

7.3 1998 Interregional Improvement Program (IIP)

Martin Tuttle noted that 25% of state transportation funding will now be programmed under the Interregional Improvement Program (IIP). These IIP funds are split into two categories.

Tuttle further noted that at least 15% of state transportation funds (60% of the 25%) will be programmed for highway projects on statutorily defined interregional road routes outside urbanized areas. These interregional road projects may be nominated by Caltrans, and/or by regions.

Tuttle also noted that up to 10% of state transportation funds (40% of 25%) will be programmed for projects anywhere in the state, including urbanized areas. Projects may include state highways, intercity passenger rail, mass transit guideway, or grade separations. Projects will be nominated solely by Caltrans. Tuttle noted that at the December 9 CTC meeting, the Commission had indicated that economic development would be a major criteria for this funding.

Tuttle recommended the STA Board approve the proposed resolution in support of the Highway 37/29 interchange as the top Solano priority for 10% (urban) IIP funding, and supporting improvements to Highway 12, and the widening of I-80 from Meridian Road to Pedrick Road, as top priorities for 15% (non-urban) IIP funding.

Tuttle's recommendation was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Mayor Jim Spring.

7.4 1998 Caltrans State Highway Operation and Protection Program (SHOPP)

Martin Tuttle explained that the State Highway Operation and Protection Program (SHOPP) is developed by Caltrans.

Caltrans District 4 has proposed nine SHOPP projects in Solano County for the 1998 program year, including \$30 million for correction of vertical curves on Highway 12 between Rio Vista and Suisun City. The extension of the four passing lanes on Highway 12 between Suisun City and Rio Vista is already programmed for construction in fiscal year 1999-2000.

Chairman Lessler asked how projects were programmed into the SHOPP. Don Reynolds explained that SHOPP projects are developed based on objective criteria, but the STA and local jurisdictions can request that certain problems be analyzed for SHOPP consideration. The STA can also express support for proposed SHOPP projects from Solano County.

Tuttle recommended the STA Board approve the proposed resolution which supported SHOPP improvements to Highway 12, and the I-80/505 interchange improvements. The resolution also supported the installation of freeway barriers in North Bay counties, including construction of a median barrier on I-780 at Benicia.

Tuttle's recommendation was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Mayor Jim Spring.

7.5 Clean Air Funds Grant for CNG Fueled Paratransit Vehicles

Matt Todd explained that in 1995 the STA received a grant from the Bay Area Air Quality Management District (BAAQMD) to acquire two Compressed Natural Gas (CNG) fueled vehicles for use in the Solano Paratransit service.

The vehicles have not yet been acquired as no suitable vehicles had been found. Recently, the Ford Motor Company has produced a vehicle that should be suitable. Matt Todd and Kevin Daughton from the City of Fairfield inspected the Ford vehicle in San Jose. Staff is waiting for some reference as to the actual range of the vehicles, and believe it should be further researched. Matt Todd recommended the STA Board authorize STA staff to obtain documentation as to the actual range of the vehicles, and if acceptable for Solano Paratransit Operations, to order the two vehicles from New Ability Driving Systems of San Jose and secure the funds from the Bay Area Air Quality Management District.

Matt Todd's recommendation was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Mayor Jim Spering.

8.2 Adjourn

The meeting was adjourned at 7:37 p.m. by Chairman Lessler. The next meeting will be held on January 14, 1998.



TECHNICAL ADVISORY COMMITTEE
Draft Minutes of the meeting of
January 7, 1998

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:35 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Dan Schiada	City of Benicia
	Saaïd Fakhazadeh	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Julian Carroll	Caltrans, District 4
	David Murray	MTC
	Ed Stewart	MTC
	Morrie Barr	City of Fairfield
	Paul Wiese	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Otto Bertolero	Suisun City
	Gian Aggarwal	City of Vacaville
	Paul Hom	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Pam Belchamber	City of Vallejo

AGENDA ITEM 2. APPROVAL OF AGENDA

Martin Tuttle asked that Item 6 (STIP) be taken up after Items 7 and 8 to give MTC staff a chance to arrive. The agenda was unanimously approved, as revised, on a motion by Paul Wiese, with a second by Dan Schiada.

AGENDA ITEM 3. MINUTES OF MEETING OF NOVEMBER 25, 1997

The minutes were unanimously approved on a motion by Dan Schiada, with a second by Gary Leach.

AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT

There was no public comment.

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, AND MTC

There were no comments.

AGENDA ITEM 7. RESOLUTION SUPPORTING A STIP AMENDMENT TRANSFERRING THE 1994-95 TCI PROGRAM GRANT TO FAIRFIELD

Kim Kloeb presented this report. Martin Tuttle said that an allocating request had to be submitted by Fairfield by January 9 in order to be on the March CTC. Morrie Barr said that they were working hard to meet this deadline. He also said that due to environmental concerns, they would now like their TCI project be located at the Peabody/Vanden site and no one objected.

On a motion by Paul Wiese, second by Morrie Barr, the TAC unanimously supported the Resolution transferring the 1994-95 TCI Program Grant to Fairfield.

AGENDA ITEM 8. RESOLUTION SUPPORTING THE OFFICE OF TRAFFIC SAFETY APPLICATIONS FOR STA SUGGESTED BIKE ROUTE TO SCHOOL MAP AND BIKE ROUTE SIGNING, AND SUISUN CITY LIGHTED CROSSWALK DEMONSTRATION PROJECT

Dan Christians presented this report and explained the STA's application for OTS funding. He said that the submittal deadline was January 31. Otto Bertolero discussed Suisun City's application to build a lighted crosswalk in front of their Senior Citizens Center. A Resolution supporting both requests will be scheduled for the STA Board on January 14.

On a motion by Dan Schiada, with a second by Gian Aggarwal, the resolution was unanimously supported by the TAC.

AGENDA ITEM 6. FINAL BID LIST FOR 1998 STIP

Martin Tuttle presented the report and explained the two options. MTC staff advised against a reserve for the 2000 STIP as proposed by STA staff. It was agreed to consider two variations of Option A along with a revised Option B (which would be considered a backup if the Highway 37/29 Interchange could not be fully funded by Caltrans):

Option A-1

\$ 13.516 million	- Reliever Route
\$ 14.0 million	- Highway 37/29 Interchange
\$ <u>3.614</u> million	- Regional projects
\$ 31.13 million	TOTAL

Option A-2

\$ 7.06 million	- Reliever Route
\$ 3.0 million	- Right-of-Way Acquisition for Leisure Town Interchange
\$ 14.0 million	- Highway 37/29 Interchange
\$ 3.46 million (up to)	- Acquisition of buses for Vallejo
\$ <u>3.61</u> million	- Regional Projects
\$ 31.13 million	TOTAL

Option B

\$ 24.02 million	- Reliever Route
\$ 3.5 million	- Acquisition of buses for Vallejo
\$ <u>3.61</u> million	- Regional Projects
\$ 31.13 million	TOTAL

On a vote of 4 to 2 (Gian Aggarwal, Otto Bertolero, Morrie Barr and Paul Wiese for and Pam Belchamber and Dan Schiada against) the TAC deleted the 2000 STIP reserve and approved Option A-1.

Option B, as revised, was supported as a backup (if necessary) in case a sufficient amount of state interregional improvements program funds (\$40.1 million) is not secured by Caltrans to complete the 37/29 project.

Adjourn. The meeting was adjourned at 4:00 p.m. The next regularly scheduled meeting will be held on January 28, 1998.

January 14, 1998
Agenda Item 7.3



DATE: January 7, 1998
TO: STA Board
FROM: Matt Todd
RE: Confirm Appointment of PCC Members

Marcia Kent, Fred Ramsey, and Jim Simon have submitted letters requesting renewal of their membership for an additional three years. Abe Bautista is proposed as the new Solano County Representative from the Health and Social Services Department. Their letters requesting appointment and reappointment are attached.

Three members have also requested that new alternates be confirmed. Fred Ramsey requests that confirmation of Gloria G. Davis, a Vacaville resident, as his alternate. Marcia Kent is requesting that Zora Mangat, owner of Benicia Yellow Cab, be approved as her alternate. Barbara Thomas is requesting that Marie Kirby, a county Health and Social Services employee, be approved as her alternate.

The PCC endorsed all these membership actions at its December meeting.

Recommendation

Staff and the PCC recommend the Board approve the above-mentioned membership actions.

Attachments

PCC MEMBERSHIP LIST
(Proposed January 1998)

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
----------------	--------	-----------	-----------

Voting Members:

Transit Users

1. Elderly	Vacant	Vacant	
2. Low Income	Daniel Lloyd	Barbara Childers	12/99
3. Handicapped	<u>Fred Ramsey</u>	<u>Gloria G. Davis</u>	<u>12/00</u>

Members-at-Large

4. Member-at-Large	Vacant	Vacant	
5. Member-at-Large	Edward Schroth Solano American Cancer Society	Vacant	12/99

Public Agencies

6. Education-Related Solano County	Catarina Evanson Solano Community College	Ted Harding	8/00
7. Solano County	<u>Abe Bautista</u> <u>Dept. Of Health & Social Services</u>	<u>Vacant</u>	<u>12/00</u>

Social Service Providers

8. Independent Living Resource	Gerald Cohen	Bea Tiger	10/00
9. <u>Benicia Yellow Cab</u>	<u>Marcia Kent</u>	<u>Zora Mangat</u>	<u>12/00</u>
10. MV Transportation Co, Solano County	Larry Schwahn Barbara Thomas	Vacant <u>Marie Kirby</u>	12/98 12/99
12. MTC Elderly & Disabled Representative	<u>Jim Simon</u>	<u>Ed Watson</u>	<u>12/00</u>

Non-Voting Members:

1. Benicia Transit	Alan Nadritch	Evelyne Hayden	N/A
2. Caltrans District 4	Burdette Conner		N/A
3. Dixon Read-Ride	Randy Davis	Jamie Elliott	N/A
4. Fairfield/Suisun	Kevin Daughton	Mike Dulude	N/A
5. MTC	Ed Stewart		N/A
6. Rio Vista Transit	Michael Lee		N/A
7. Solano County	John Gray		N/A
8. Vacaville	Trent Fry		N/A
9. Vallejo Transit	Pam Belchamber	Doug Vanderkar	N/A

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To PCC Members, Authority Staff & Board,

It is my desire to remain a member of the Solano County Paratransit Coordinating Committee. I have participated as both a member & alternate for the past 15 years. I care about this committee & it's role of advisement in the provision of Solano County Transit services

Sincerely,

Marcia S. Kuest

RECEIVED
NOV 24 1997
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

Dear Matt

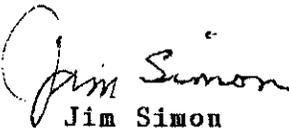
Hi! How are you? Yes I have enjoyed being on the P.C.C. for the last three yezrs and I would like to be on for the next three years! We have done a lot since I have been with you. I hope we can do much more in the next three years!

Sincerly
Fred Ramsey

MATT TODD:
SOLANO COUNTY TRANSIT AUTHORITY

I would like to continue serving on the Solano County P.C.C. I have been a member of the Solano P.C.C. for the past three years, and chair the Transportation Advisory Committee in Vacaville, and I am also a member of the M.T.C. Senior and Elderly Advisory Committee. I find working on the committee to be very rewarding for the residents of Solano County, and also rewarding to myself. I have been Transportation Manager for The Veterans Home of California in Yountville for the past eleven years, I will retire on April 30th 1998.

Sincerely,


Jim Simon



Solano County Health and Social Services Department

Mental Health Services
Public Health Services

Adult and Child Services
Substance Abuse Services

Eligibility and Employment Services
Public Guardian/Conservator

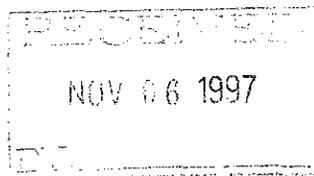
Donald R. Rowe, Director

Gale Bataille, MSW
Deputy Director-Mental Health Services

Phone #: (707) 421-6602/Fax #: (707) 421-6619
1735 Enterprise Dr., Bldg. 3, Fairfield, CA 94533

October 31, 1997

Matt Todd
Paratransit Coordinating Council
333 Sunset Ave., suite 200
Suisun city, CA 94585



Dear Matt

This letter is to inform you of my desire to fill the vacancy created when Joyce Lockwood retired as the Health and Social Services representative on the Paratransit Coordinating Council. I am presently on the Health and Social Services Transportation Committee in which I served along side of Joyce Lockwood for the past two years. Being on this committee has allowed me to better understand the transportation needs of our consumers, community, and program requirements.

As a member of this committee and the Fairfield-Suisun Communities, I believe I have much to offer in the active participation on the Paratransit Coordinating Council. Your concurrence would be greatly appreciated.

Please do not hesitate to contact me if you need further background information prior to appointment.

Sincerely,

A handwritten signature in black ink, appearing to read "Abe Bautista".

Abe Bautista
Staff Analyst

cc:

Roger Wiere Ph.D.
Don Rowe

SECRET

To: P.C.C. Officers

I was asked by Mat Todd if I would like to be on this comity. As a alternate for Fred Ramsey. I have been on the comity for the volunteers transit trainers for Vacaville & have been very active with the transportation needs. I also have been to a few M.T.C. meetings.

I would like to be the alternate if accepted for this comity. Thank you for youe time in reading this.

Gloria G. Davis

M. Todd

January 14, 1998
Agenda Item 7.4



DATE: January 7, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Resolution Supporting a STIP amendment transferring the 1994-95 TCI program grant to Fairfield

The California Transportation Commission (CTC) programmed \$498,000 in 1994-95 Transit Capital Improvements (TCI) funds to the STA for the development of intercity passenger rail facilities in Solano County. As a condition of the 1994-95 grant, the CTC required that the STA acknowledge by resolution that any future Capitol Corridor service to the Fairfield/Vacaville station would be "skip-stop," meaning that all passenger trains may not stop at this station.

The CTC also granted the City of Fairfield \$402,000 in 1995-96 TCI funds for the acquisition of right of way for the Fairfield/Vacaville station. Based on priorities adopted by the STA in the Solano Rail Facilities Plan, both the 1994-95 and the 1995-96 TCI grants are to be used for preliminary engineering and right of way acquisition for the Fairfield/Vacaville rail station. Due to environmental concerns, this station will be developed at the site analyzed in the Solano Rail Facilities Plan at the intersection of Vanden Road at Peabody Road.

STA staff and the City of Fairfield staff now recommend the STA request an amendment to the State Transportation Improvement Program (STIP) to transfer lead agency status for the 1994-95 funds to the City of Fairfield, consolidating both the 1994-95 and 1995-96 TCI funds under one lead agency. A resolution from the City of Fairfield accepting the 1994-95 TCI funds is attached. A proposed STA resolution relinquishing the funds, and acknowledging potential skip stop service at the proposed Fairfield/Vacaville station, is also attached.

The 1994-95 TCI funds must be allocated by the CTC prior to April 2, or the funds will revert to the account. To meet this deadline, a STIP amendment request was provided to Caltrans District 4 by STA staff prior to December 19 to be placed on the CTC February agenda, pending approval of the STA Board. The completed allocation request must be provided to Caltrans by Fairfield prior to January 9 to be placed on the March 30/April 1 CTC agenda. Caltrans staff has requested concurrence from MTC and the Capitol Corridor Joint Powers Board (CCJPB) on the site location. STA staff has requested letters to the CTC from MTC and the CCJPB stating their concurrence with the proposed STIP amendment.

Recommendation

Approve the attached resolution transferring the 1994-95 Transit Capital Improvements grant to the City of Fairfield, and acknowledging that future Capitol Corridor service to the Fairfield/Vacaville station may have a "skip-stop" schedule of trains.

Attachments

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 98-**

**A RESOLUTION TRANSFERRING THE 1994-95 TRANSIT CAPITAL
IMPROVEMENT GRANT TO THE CITY OF FAIRFIELD**

WHEREAS, the California Transportation Commission (CTC) granted the Solano Transportation Authority (STA) \$498,000 in Transit Capital Improvements (TCI) funding for the development of intercity rail facilities in Solano County, and

WHEREAS, the STA has determined in the Solano Rail Facilities Plan that the development of a rail station to serve the Fairfield/Vacaville area is the first priority for funding to develop rail facilities in Solano County, and

WHEREAS, the CTC required as a condition of receiving any funding for the Fairfield /Vacaville station that the STA acknowledge that any service to the Fairfield/Vacaville station will be "skip-stop," and

WHEREAS, the CTC granted the City of Fairfield \$402,000 in TCI funds for the 1995-96 fiscal year for preliminary engineering and right of way acquisition for the Fairfield/Vacaville rail station.

NOW THEREFORE BE IT RESOLVED that the Solano Transportation Authority wishes to transfer the 1994-95 Transit Capital Improvements grant to the City of Fairfield for the development of the Fairfield/Vacaville rail station.

NOW BE IT FURTHER RESOLVED THAT the Solano Transportation Authority acknowledges that any future service at the proposed Fairfield/Vacaville station will likely be "skip-stop."

Steve Lessler, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 14th day of January 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

December 10, 1997

Members: Wade Greene, Chief of State Grants Branch
Caltrans, District 4
Benicia 111 Grand Ave.
Dixon Oakland CA 94643-00660
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Dear Mr. Greene:

Martin Tuttle
Executive Director

As you know, the California Transportation Commission (CTC) granted the Solano Transportation Authority (STA) \$498,000 in 1994-95 Transit Capital Improvements (TCI) funds for the development of intercity passenger rail facilities in Solano County. This grant was later amended into the 1997-98 TCI program. The STA and the City of Fairfield now wish to amend the State Transportation Improvement Program (STIP) to transfer lead agency status for the 1994-95 program grant to the City of Fairfield.

A resolution from the City of Fairfield accepting the 1994-95 TCI grant is attached. A resolution from the STA relinquishing the grant, and supporting skip stop service at the proposed station will be provided prior to January 19. A letter from the Capitol Corridor Joint Powers Board supporting the station location will be requested to support this STIP amendment request, and will also be provided prior to January 19.

It is our understanding that the 1994-95 TCI funds must be allocated by the CTC prior to April 2, or the funds will revert to the TCI account. To meet this deadline, this STIP amendment request must be provided to Caltrans District 4 by the STA prior to December 19 to be placed on the CTC February agenda. The completed allocation request must be provided to Caltrans Rail Program by Fairfield prior to January 30 to be placed on the March 30/April 1 CTC agenda. The City of Fairfield, as the new lead agency, will provide a detailed revised Financial Plan for the 1994-95 TCI grant as part of the allocation request.

The STA appreciates your efforts to amend the STIP to transfer lead agency status for the 1994-95 TCI grant to the City of Fairfield. Please let me know if any additional information is needed to support this request. I may be reached at (707) 422-6491.

Sincerely,

Martin Tuttle
Executive Director

Enclosure

cc: Kathie Jacobs - State Transit Programs
Morrie Barr - Fairfield
Clem Bomar - Rail Program
Bill Fleisher - Capitol Corridor Joint Powers Board

CITY OF FAIRFIELD

RESOLUTION NO. 97- Ke
A RESOLUTION TO ACCEPT THE TRANSFER
OF \$498,000 OF TCI FUNDS FROM THE
SOLANO TRANSPORTATION AUTHORITY PROGRAMMED FOR
THE FAIRFIELD/VACAVILLE INTERCITY RAIL STATION

WHEREAS, the California Transportation Commission (CTC) has programmed state Transit Capital Improvement (TCI) funds to Solano Transportation Authority (STA) for acquisition of the Fairfield/Vacaville Intercity Rail Station right of way; and

WHEREAS, the Solano Transportation Authority (STA) has supported the development of a train station for the Capitol Corridor train to serve Fairfield and Vacaville; and

WHEREAS, the Solano Transportation Authority is not eligible for the required Caltrans certification to acquire right of way. The City of Fairfield is eligible for state right of way certification, and is in the process of being certified; and

WHEREAS, it is now necessary to reprogram TCI funds for the completion of this property acquisition, and the STA is in support of the transfer of these funds.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FAIRFIELD:

The City of Fairfield accepts the transfer of lead agency status and the transfer of Fiscal Year 1994 TCI funding of \$498,000 to allow purchase of the right of way for the Fairfield/Vacaville Intercity Rail Station.

PASSED AND ADOPTED this 4th day of February, 1997 by the following vote:

AYES: Councilmembers: Lessler / MacMillan / O'Regan / Pettygrove / Hammond

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ABSTAINED: Councilmembers: None

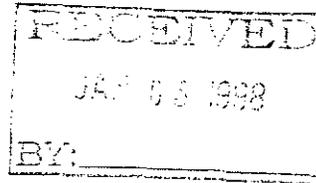

Mayor

Attest:


City Clerk
PW

DEPARTMENT OF TRANSPORTATION

MASS TRANSPORTATION PROGRAM
1120 N STREET, Room 3300
P. O. BOX 942874 MS 39
SACRAMENTO, CA 94274-0001
(916) 654-8811



December 30, 1997

Mr. Martin Tuttle
Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Dear Mr. Tuttle:

Your request to reclassify the 1994/95 TCI funds from commuter rail to intercity rail funds has been reviewed. All requests for a change of applicant status, cost, scope or schedule changes to TCI Programmed projects require a formal TCI Program Amendment by the California Transportation Commission (CTC). Your request involves a change of applicant status and a change in the way the project was programmed that will be subject to the CTC's TCI Program Amendment requirements. This letter is to clarify what was requested by the Mass Transportation Program (MTP) in our June 30, 1997 letter and what has/has not been received to date.

In our June letter to you, we requested that you submit a letter from the Capital Corridor/Peninsula Corridor Joint Powers Board that concurs with the station location. A resolution from your Board acknowledging that any likely service starts would only be skip service scheduling and a resolution relinquishing applicant status. A current financial plan, scope of work and delivery schedule for the project as it now will be completed.

To date we have received the letter from the Capital Corridor/Peninsula Corridor Joint Powers Board and the resolution from the City of Fairfield accepting the transfer of applicant status. You have indicated that your Board will be meeting on January 14, 1998 and on their agenda is the resolution to relinquish the applicant status to the City of Fairfield and the resolution for the skip stop scheduling. Mr. Kloeb, of your office, has committed that the above items will be to our office no later than January 19, 1998 in order for us to proceed with the TCI Amendment for Notice on the February agenda.

Still outstanding is the updated financial plan, delivery schedule and scope of work. It is my understanding that the City of Fairfield will be providing these items. The items must be to our office no later than the close of business on Friday, January 9, 1998 in order to provide our office the necessary time for review prior to proceeding with the TCI Amendment.

Mr. Martin Tuttle
December 30, 1997
Page 2

Within the above information for the February CTC meeting, please clarify the location of the station site and address any alternative site issues. Provide a letter from the Metropolitan Transportation Commission (MTC) showing they concur with the station location, change of applicant status and the redesignation of the 1994/95 funds to intercity rail. Please include a description of the project and what will actually be done with the funds requested from the 1994/95 and 1995/96 TCI Program. If the FY 94/95 funds do not get allocated, will the project still be fully funded and how?

The fourth condition contained in the original programming document for the 1994/95 funds states: "no station construction and improvements be programmed in future TCI cycles until the Department, MTC, and the local agencies (and perhaps Amtrak) agree that daily 10-train service level, as described in ACR 132, would be implemented. The specific number of train stops at this or any station is to be determined by Caltrans in consultation with the affected agencies." Please include in your letter that you acknowledge this condition.

In conclusion, by providing us with all of the above information, we will be able to put the TCI Amendment for Notice on the February 1998 CTC agenda and pending approval of the Amendment move forward with any allocation requests from the City of Fairfield in March 1998.

If you have any questions or concerns regarding this letter, please call Kathie Jacobs, of my staff, at (916) 654-8411.

Sincerely,



DAVID CABRERA
Program Manager

c: W. Greene - District 4
C. Bomar - Rail Program
K. Daughton - City of Fairfield

January 14, 1998
Agenda Item 7.5



DATE: January 7, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Resolution of Recognition for Harold Tavalero.

Harold Tavalero is retiring from Vallejo Citizens Transit Corporation after more than twenty years with the company. Former Vallejo Mayor, Terry Curtola, requested the STA to recognize Mr. Tavalero prior to his retirement dinner on January 17. Mr. Tavalero worked for Vallejo Citizens Transit Corporation from 1975 to 1997, most recently as Operations Manager.

The attached resolution recognizes Mr. Tavalero's many accomplishments during his years with Vallejo Citizens Transit Corporation.

Recommendation

Approve the attached resolution in recognition of Mr. Tavalero's contribution to public transit in the City of Vallejo.

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 98-**

**A RESOLUTION IN RECOGNITION OF THE CONTRIBUTION OF HAROLD
TAVALERO TO PUBLIC TRANSPORTATION IN THE CITY OF VALLEJO**

WHEREAS, Mr. Harold Tavalero worked for Vallejo Citizens Transit Corporation (VCTC) from 1975 to 1997, and

WHEREAS, during Mr. Tavalero's tenure the City of Vallejo contracted with VCTC to operate and maintain the City's transit system - Vallejo Transit, and

WHEREAS, Mr. Tavalero's contributions helped increase the annual ridership on Vallejo Transit from 200,000 to 2,000,000 during his tenure, and

WHEREAS, Mr. Tavalero helped VCTC through its growth from 12 employees to 110 employees, and

WHEREAS, during Mr. Tavalero's tenure the system grew from seven buses to 52 buses, and

WHEREAS, during Mr. Tavalero's tenure, all City of Vallejo buses became handicapped accessible in 1990, and

WHEREAS, Mr. Tavalero was instrumental in the development of the \$3.5 million Vallejo Transit Maintenance facility, and

WHEREAS, express bus service from Vallejo to El Cerrito BART was instituted during Mr. Tavalero's tenure.

NOW THEREFORE BE IT RESOLVED that the Solano Transportation Authority wishes to recognize the contribution of Mr. Harold Tavalero to public transportation in the City of Vallejo and North Bay region.

Steve Lessler, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 14th day of January 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority



DATE: January 7, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Final Bid List for 1998 State Transportation Improvement Program (STIP)

The recently revised State Transportation Improvement Program (STIP) includes two major programs. The new Regional Improvement Program (RIP) allocates 75 percent of state transportation revenues to be programmed by regions (MTC). County shares of the state transportation revenues must be recognized in programming RIP funds. The new STIP program also includes the Interregional Improvement Program (IIP). Under the IIP, 25 percent of state transportation funds will be for projects proposed by Caltrans.

The final Fund Estimate for the 1998 STIP is required from Caltrans by January 5, and will be considered by the CTC at their January 14-15 meeting. The currently estimated county share for Solano County is \$31.1 million. After set asides are provided for our share of regional programs and projects (Translink, Rideshare, TOS) and set asides for anticipated federal programs (CMAQ match and environmental mitigation - TEA), **Solano County's adjusted county share is \$27.5 million.** To meet the schedule for development of the 1998 STIP, the STA must submit its final bid list to MTC by January 19. Thus, the STA Board must approve a final bid list at their January 14 meeting.

The enactment of SB 45 (Kopp) into law broadened the range of transit projects eligible for STIP funding. In November, MTC solicited new transit projects for consideration as part of its SB 45 implementation strategy. Three applications were received from Solano -- buses for Vallejo Transit, a Long Range Vallejo Ferry Plan, and development of a rail station in Benicia.

In December, the STA Board approved a draft bid list that included the I-80 Reliever Route project, the Highway 37/29 interchange project, and the three proposed transit projects. The following is the staff recommendation for the Board's final bid list.

Maximize STIP Funding, Target Key Regional Projects

STA staff has worked with MTC, Caltrans, CTC and Vallejo staff in regard to augmenting our county share with state discretionary funds (IIP) to help fund the long overdue Highway 37 widening and interchange project in Vallejo. We were expecting to know Caltrans' position on the proposal in advance of the January 14 Board meeting, but it now appears Caltrans will not be ready to unveil its IIP recommendations to the CTC until February.

In view of the uncertainty concerning discretionary funds, **staff recommends that the Board submit the following final bid list -- Option A -- to MTC, contingent on whether the Highway 37/29 project secures state discretionary funding, and direct staff to work with MTC on programming Option B if we are unsuccessful in obtaining the discretionary funds.**

Both proposals reflect the county's share of regional projects and the STIP priority status the STA Board approved for the I-80 Reliever Route project when Reliever Route funds (\$2 million) were shifted to the Highway 12 widening in October 1996.

The proposals also reflect revisions based on input provided by MTC, Caltrans and member agency staff at the STA Technical Advisory Committee meeting on January 7.

Agenda item 8.1, page two

Option A (State discretionary funds secured for Highway 37/29 project)

- \$13.5 million - Reliever Route project
- \$14 million - Highway 37/29 interchange project
- \$3.6 million - Regional projects

For the Reliever Route project, Option A would fully fund the realignment of Vanden Road to Peabody Road (\$1.5 million), fulfilling the Highway 12 fund transfer commitment and the extension of Walters Road to Cement Hill Road (\$5.6 million), and partial funding for the Leisure Town Road interchange and widening projects (\$6.4 million -- right-of-way costs).

The \$14 million for the Highway 37/29 interchange project would be combined with state discretionary funds (currently estimated at \$40.1 million) to complete the longstanding project.

Note that while STA Technical Advisory Committee supported Option A, it was not unanimous. TAC representatives from Vallejo and Benicia opposed it because of its emphasis on large capital projects rather than transit. After much discussion, the TAC agreed to encourage the STA Board to consider all 'regionally significant' projects, regardless of size, in the current and future STIP funding cycles.

Option B (No state discretionary funds secured for Highway 37/29 project)

- \$24 million - Reliever Route project
- \$3.5 million - Vallejo Transit Buses
- \$3.6 million - Regional projects

This option fully funds three segment improvements for the I-80 Reliever Route, including the Leisure Town Road interchange project, \$6 million for improvements to the Vanden Road segment of the project, and 8 new buses for Vallejo Transit's planned I-80 HOV lane service to San Francisco.

This 'fall back' position was approved unanimously by the TAC.

The recommended alternative strategies for advancing the proposed transit projects that were submitted for STIP funding; but not included in the bid list, are outlined in Attachment #2.

Recommendation

Approve Option A as the STA's final bid list in order to fully fund the Highway 37/29 interchange project, and provide funds for the I-80 Reliever Route project and regional projects in the 1998 STIP, contingent on state discretionary funds being programmed to fully fund the Highway 37/29 project, and direct staff to pursue Option B as outlined above if adequate funding is not secured for the Highway 37/29 project.

Attachments

RECOMMENDED SOLANO COUNTY FINAL BID LIST FOR THE 1998 STIP

1. \$13.5 million - Reliever Route project
2. \$14 million - Highway 37/29 interchange project
3. \$3.6 million - Regional projects

BREAKDOWN OF REGIONAL PROJECTS (SOLANO SHARE)

	<u>PROJECT</u>	<u>SOLANO SHARE (\$3.618 million)</u>
1.	Rideshare	\$0.853 million
2.	Traffic Operation System	\$0.055 million
3.	Translink	\$0.342 million
4.	Transportation Enhancement Activities (TEA) set-aside	\$1.146 million
5.	Congestion Mitigation Air Quality (CMAQ) state match	\$1.067 million
6.	MTC Administration (½ %)	\$0.155 million

TRANSIT PROJECT PROPOSALS

Staff recommends the following strategies to fund the three transit proposals submitted for STIP funding:

City of Vallejo

- Funding for acquisition of buses to provide express bus service from Solano County to downtown San Francisco.

Recommendation:

Included in Option B. If Option B is not used, funding for this project should be considered in the context of overall intercity transit needs, and future funding availability. Funding for this project will be considered by the Intercity Transit Consortium as part of the pending Five-Year Intercity Transit Plan.

City of Vallejo

- Funding for a Long Range Vallejo Ferry Plan, including secondary “Feeder Corridors” along I-780 between Vallejo and Central Contra Costa County, and Highway 29 between Vallejo and the Napa Valley.

Recommendation:

Funding for this project should be supported from Section 8, or other transit planning funding.

City of Benicia

- Funding for preliminary engineering and environmental clearances for a passenger rail station at the foot of the Benicia Bridge.

Recommendation:

Use STA project development funding to match local funds for the development of a PSR equivalent that provides a more detailed scope for the project and better defined cost estimates.

BACKGROUND ON PROPOSED 1998 STIP PROJECTS

Option A.

I-80 Reliever Route:

The improvements proposed to be funded in the '98 STIP are based upon priorities set in the draft Memorandum of Understanding (MOU) for development of the I-80 Reliever Route project. All costs are escalated to 2003-2004 dollars. The proposed programming under Option A follows:

1. \$1.5 million - realignment of Vanden Road to Cement Hill Road.
2. \$5.6 million - construction of an extension of Walters Road to Cement Hill Road
3. \$6.4 million - right of way for improvements to Leisure Town Road interchange, and Leisure Town Road between Elmira Road and I-80.

This option would fully fund the realignment of Vanden Road to Peabody Road (\$1.5 million) and an extension of Walters Road to Cement Hill Road (\$5.6 million).

Right of way would be secured for future improvements to the Leisure Town Road interchange and Leisure Town Road between Elmira Road and I-80 project segments. The I-80 Reliever Route Implementation Plan estimated that the 2003-2004 escalated cost of the Leisure Town Road interchange project segment is \$25 million. Vacaville will be required to commit the balance of future funding needed for the interchange project. Requested federal earmark funds would be used to supplement local funds, if they are approved under the pending federal transportation act reauthorization (NEXTEA). The City of Vacaville must also commit the balance of funding needed to complete the improvements to Leisure Town Road between I-80 and Elmira Road. The STA has already programmed \$1.45 million in Surface Transportation Program (STP) funds for improvements to the bridges on Leisure Town Road.

Highway 37:

Improvements to Highway 37 in Vallejo between the Napa River Bridge and I-80 have been programmed into the STIP since 1982. The segment of Highway 37 from I-80 to Mini Drive has already been improved to a four lane roadway, along with a new interchange at Marine World.

The remaining segments of the project have been separated into three phases. The mitigation for the project, a wildlife refuge in the Guadalcanal Village, is Phase 1. Phase 2 of the Highway 37 project is the widening of the roadway from the Napa River Bridge to Diablo Street. The widening project is currently programmed in the STIP for \$46.7 million for fiscal year 2000-1. Phase 3 of the Highway 37 project is an interchange at Highway 37 and Highway 29. Caltrans currently estimates the cost of the Highway 37/29 interchange project to be \$54.1 million. This portion of the project is unfunded.

Under Option A, the Highway 37/29 interchange project would be funded with \$14 million in Regional Improvement Program (RIP) funds, and \$40.1 million in Interregional Improvement Program (IIP) funds. A portion of the Solano \$14 million may be used to cover a possible funding shortfall in the pending Highway 37 widening project through White Slough rather than the interchange.

BACKGROUND ON PROPOSED 1998 STIP PROJECTS

Option B.

I-80 Reliever Route:

The improvements proposed to be funded in the '98 STIP are based upon priorities set in the draft Memorandum of Understanding (MOU) for development of the I-80 Reliever Route project. All costs are escalated to 2003-2004 dollars. The proposed programming under Option B follows:

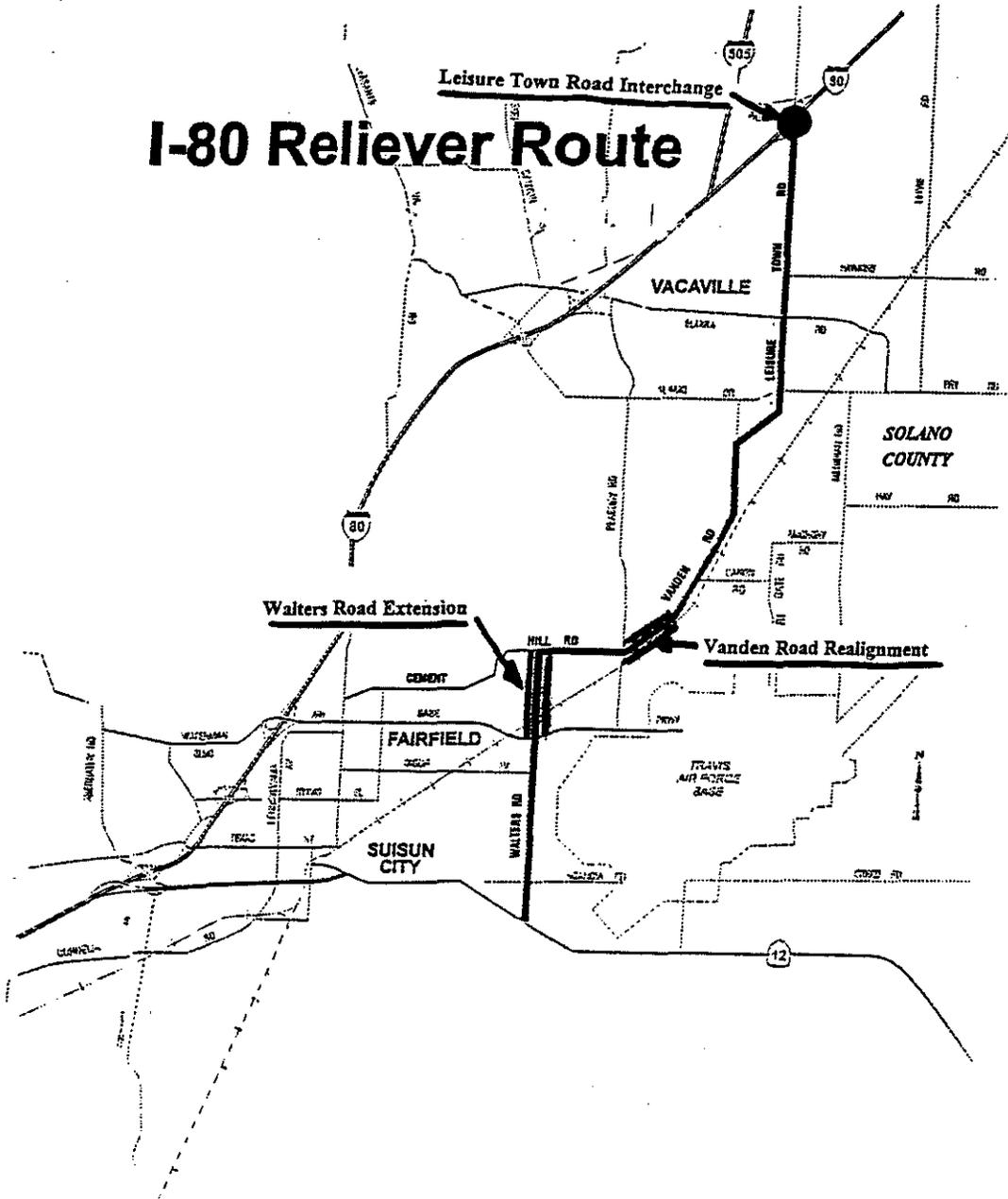
1. \$1.5 million - realignment of Vanden Road to Cement Hill Road.
2. \$5.6 million - construction of an extension of Walters Road to Cement Hill Road
3. \$10.9 million - improvements to Leisure Town Road interchange
4. \$6.0 million - improvements to Vanden Road
5. \$3.5 million -Vallejo Transit bus purchase

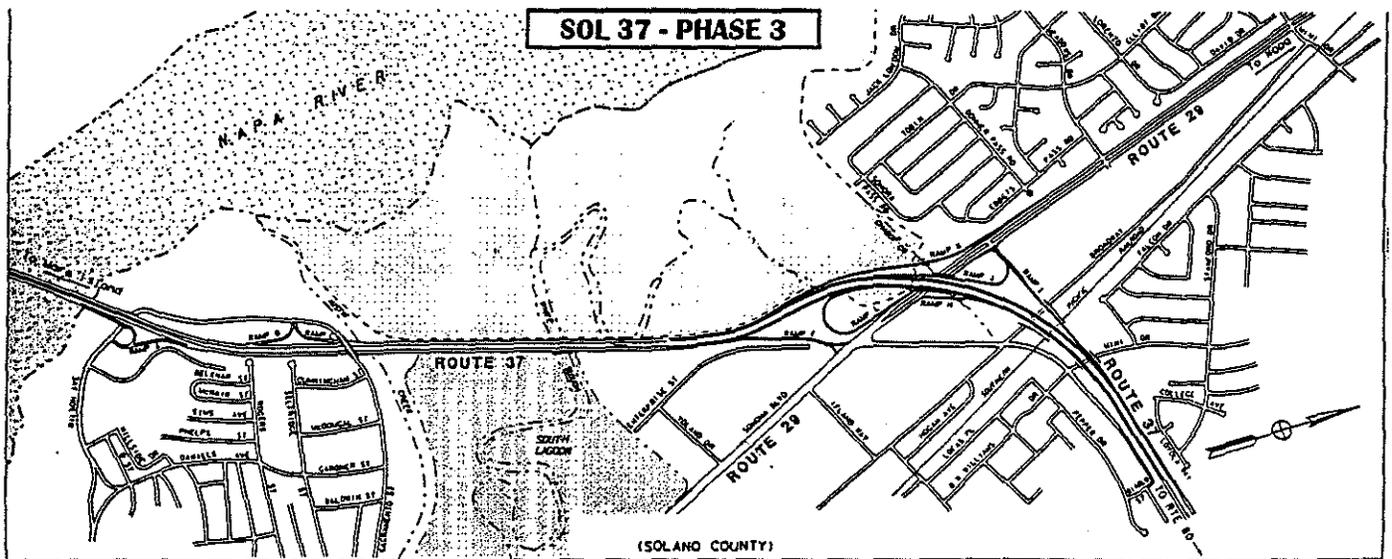
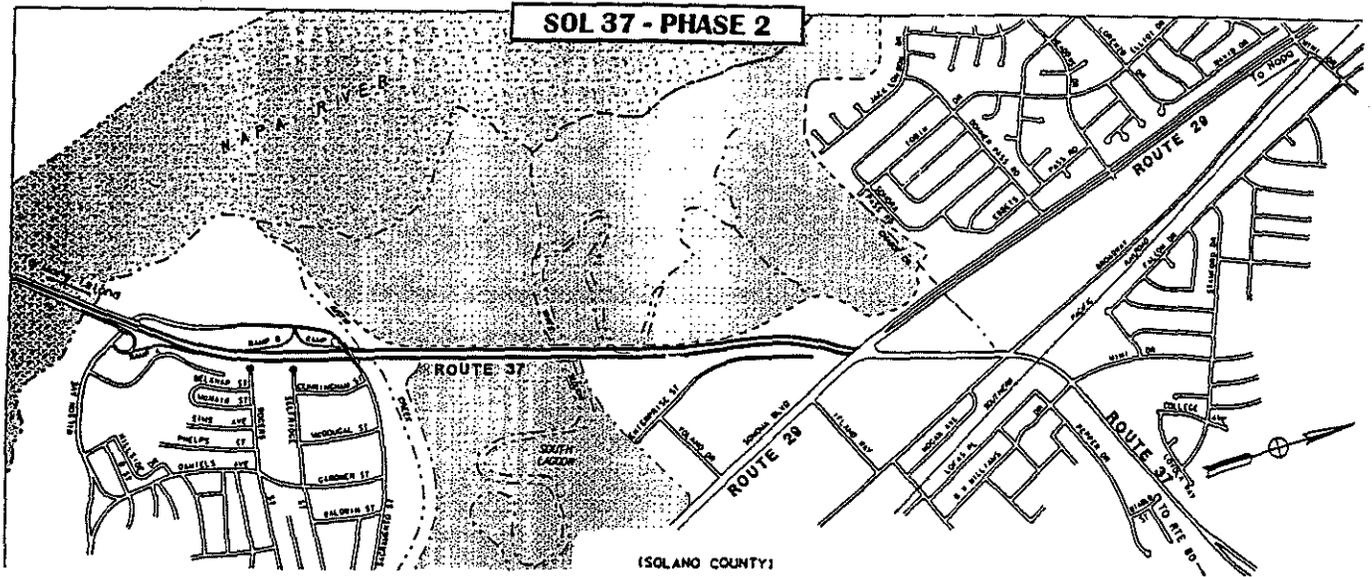
Under Option B, a total of \$24 million would be programmed for Reliever Route projects. This option would fully fund the realignment of Vanden Road to Peabody Road (\$1.5 million) and an extension of Walters Road to Cement Hill Road (\$5.6 million). The Leisure Town Road interchange project segment would be fully funded with a combination of state and local funds (\$10.9 in STIP funds and \$14.1 in local funds), and \$6.0 million would be programmed for improvements to Vanden Road between the Leisure Town Road extension and the Vanden Road realignment to Peabody Road.

Vallejo Transit bus purchase

Fund acquisition of buses to provide express bus service from Solano County to downtown San Francisco. The proposed service would utilized the recently completed High Occupancy Vehicle (HOV) lane on I-80.

I-80 Reliever Route





REVISED										
Recommended 1998 RTIP Bid Targets										
(in millions of dollars)										
(9)										
(5)										
(7)										
(8)										
County Bid										
Targets										
(10)										
(1)	County	(2)	(3)	(4)	Contribution	(6)	Share of	(8)	County Bid	(10)
County	Share	County	County	County	to 1/2 %	50%	CMAQ	TEA and	Remaining	% of
Share	Proposed	Share	Population	Factor	for SB 45	TEA	Match	CMAQ	After	Original
County	Post-SB 45	Fund Estimate	Factor	Factor	Adminstration	Reservation	Reserve	Takedowns	Takedowns)	Share
Alameda	172.347	166.502	20.55%	21.00%	0.517	3.820	3.912	8.248	158.254	95.05%
Contra Costa	95.465	91.581	12.80%	13.42%	0.322	2.380	2.500	5.201	86.380	94.32%
Marin	22.556	21.398	4.23%	3.70%	0.107	0.787	0.689	1.583	19.815	92.60%
Napa	12.848	12.188	2.41%	1.84%	0.061	0.449	0.343	0.853	11.335	93.00%
San Francisco	58.930	55.905	11.06%	11.87%	0.279	2.057	2.212	4.548	51.357	91.87%
San Mateo	59.570	56.512	11.18%	10.70%	0.282	2.079	1.993	4.354	52.158	92.29%
Santa Clara	128.653	122.048	24.15%	25.23%	0.608	4.490	4.700	9.797	112.251	91.97%
Solano	32.818	31.134	6.16%	5.73%	0.155	1.146	1.067	2.368	28.766	92.39%
Sonoma	59.350	57.547	7.46%	6.51%	0.187	1.384	1.214	2.785	54.762	95.16%
MTC Region	642.537	614.815	100.00%	100.00%	2.518	18.589	18.630	39.737	575.078	93.54%
							18.630			
		-4.3%								
Notes (by column number)										
(1) County shares from preliminary draft 1998 Fund Estimate released by Caltrans on 10/29/97										
(2) Revised county shares from Proposed 1998 STIP Fund Estimate released by Caltrans on 12/1/97										
(3) Updated county share factors from CTC staff, 12/4/97.										
(4) County proportion of regional population. (Not county minimum/share formula.)										
(5) County share factor multiplied by new funding available (Proposed Fund Estimate, 12/1/97)										
Alameda contribution does not include 1/2 % for monitoring additional \$40 million programming authority										
(6) Reservation for future TEA programming (Proposed Fund Estimate 12/1/97). Reflects 50% transfer to STP program.										
(7) 11.5% match to CMAQ program, assumed at \$27 million per year. Apportioned by population share. Does not include match for eligible STP projects. To be adjusted after programming of CMAQ funds in these years, and accounting for other local match.										
(8) Sum of columns (5) through (7)										
(9) Column (2) minus column (8). Bid will need to include project support, transit, and MTS system management, as negotiated.										
(10) Please see attached table for potential county shares of system management projects.										
(11) Column (9) divided by column (2)										

						1 Alternative B		
						Potential Impact of System Management Option (in millions of dollars)		
						(12)		
						(11) County Bid		
						Option C2: Targets 3		
						County (Co Shares % of		
						Share of Remaining Original		
						MTS System After MTS County		
County	Translink	TOS	Rideshare	Probes	County	Management	Takedowns)	Share
Alameda	1.254	0.214	3.126	0.000	Alameda	4.594	153.660	92.29%
Contra Costa	0.801	0.206	1.997	0.000	Contra Costa	3.005	83.375	91.04%
Marin	0.221	0.000	0.550	0.000	Marin	0.771	19.044	89.00%
Napa	0.110	0.000	0.274	0.000	Napa	0.385	10.950	89.85%
San Francisco	0.709	0.158	1.768	0.000	San Francisco	2.635	48.722	87.15%
San Mateo	0.639	0.135	1.593	0.000	San Mateo	2.367	49.791	88.11%
Santa Clara	1.507	0.032	3.756	0.000	Santa Clara	5.294	106.956	87.63%
Solano	0.342	0.055	0.853	0.000	Solano	1.250	27.516	88.38%
Sonoma	0.389	0.000	0.970	0.000	Sonoma	1.359	53.403	92.80%
MTC Region	5.973	0.800	14.887	0.000	MTC Region	21.660	553.418	90.01%
						Notes (by column number)		
						(11) Please see Attachment C, Section 3 for further discussion. \$24.087 million-\$21.66 million includes rideshare (6 years for \$14.887 million), Translink remainder (\$5.973 million), TOS completion (\$800 thousand), and Probes (\$2.417 million).		
						Amounts are assigned to counties by the following distribution formula:		
						Translink: Population share (Column 4)		
						TOS: Location / cost of monitoring stations		
						Rideshare: Population share (Column 4)		
						Probes: Location / cost of readers and TMC (61%); population share for central equipment (39%)		
						Counties may commit local funds by resolution to MTS System Management projects, thereby freeing up equivalent amounts of RIP funds		
						(12) Column (9) minus Column (11)		

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January 14, 1998
Agenda Item 9.1



DATE: January 7, 1998
TO: STA Board
FROM: Dan Christians
RE: Resolution Supporting Office of Traffic Safety Applications for STA Suggested School Route Map and Countywide Bike Route Signing Program, and Suisun City Lighted Crosswalk Demonstration Project

Michael Jones, Bikeway Consultant to the STA, has prepared an application for \$100,000 of funding from the State Office of Traffic Safety (OTS) to develop and produce 100,000 Suggested School Route Maps showing school commute routes for young bicyclists in each of Solano's cities and the county. This grant would also cover the fabrication and installation countywide of 200 special Solano Bike Route signs (recently designed by Vacaville artist Don Barrel as part of the I-80 Reliever Route study) to be placed along various existing bike routes.

This would be related to but somewhat different from the Solano BikeLinks map, already being initiated by the Bicycle Advisory Committee, and with a much larger distribution and orientation to safety for students along with identifying the major bike routes throughout the county with our new bike route sign.

The City of Suisun City is also developing an application to OTS for a Lighted Crosswalk Demonstration Project to be constructed on Merganser Street, across the street from the Senior Citizens Center. This crosswalk concept has been used successfully in some other areas of the state, and is particularly helpful for mid block crossings by pedestrians at night. This project would also be a valuable demonstration of this technology for possible use in other Solano cities.

Attached are more detailed descriptions of both applications.

Recommendation:

The STA Board should adopt a Resolution supporting Office of Traffic Safety applications of both the STA and Suisun City as described above.

RESOLUTION 98-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY SUPPORTING OFFICE OF TRAFFIC SAFETY APPLICATIONS FOR STA SUGGESTED SCHOOL ROUTE MAP AND COUNTYWIDE BIKE ROUTE SIGNING PROGRAM AND SUISUN CITY LIGHTED CROSSWALK DEMONSTRATION PROJECT

WHEREAS, the California Office of Traffic Safety (OTS) is inviting applications for traffic safety projects for fiscal year 1998-99; and

WHEREAS, the OTS is particularly interested in application requests for comprehensive pedestrian and bicycle safety programs including innovative education, transportation engineering, and public communication projects; and

WHEREAS, applicants are encouraged to form partnerships and incorporate a community wide multi-disciplinary approach to address traffic safety problems; and

WHEREAS, the Solano Transportation Authority (STA) and City of Suisun City have prepared innovative applications including, (1) Suggested School Routes Map and Countywide Bike Route Signing Program, and (2) Suisun City Lighted Crosswalk Demonstration Project; and

WHEREAS, both applications will have significant benefit to all cities and the county of Solano by demonstrating traffic safety measures for pedestrians and bicyclists.

NOW, THEREFORE BE IT RESOLVED that the filing of applications to the OTS for 1998-99 grant assistance for the STA and Suisun City as described above.

Steve Lessler, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority (STA), do hereby certify that the above and foregoing resolution was regularly introduced passed, and adopted by said STA at a regular meeting held this 14th day of January 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

More and more drivers are seeing the light.

Pedestrian vs. vehicle collisions are occurring at an alarming rate. In fact, pedestrians account for up to 50% of traffic fatalities in urban areas.

In most pedestrian accidents, motorists say they just didn't notice there was a pedestrian in the crosswalk until it was too late to stop.

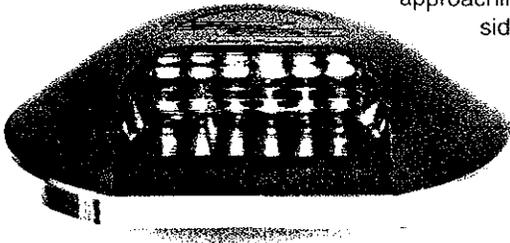
If motorists have a hard time seeing pedestrians in daylight hours, imagine what happens when it's dark. According to the National Safety Council a *pedestrian's chances of being hit increases 1100 times at night*, and according to studies, *8 out of 10 drivers who struck people at night didn't see them in time.*

On average, the economic cost per pedestrian struck in a traffic collision is nearly a quarter of a million dollars.

"In most pedestrian accidents, motorists say they just didn't notice there was a pedestrian in the crosswalk until it was too late to stop."

Now motorists are seeing the light!

The LightGuard System alerts motorists that they are approaching an occupied crosswalk. Both sides of a crosswalk are lined with a series of amber LED flashing lights encased in durable housings and embedded in the roadway facing oncoming traffic. The pedestrian activated flashing lights are visible to the approaching motorist as an advance warning that someone is in or near the marked crosswalk.



- Amber LED's provide the best visibility for motorists at distances in bright sunlight and adverse weather conditions.
- Low cost installation with containment of all electronics in one roadside cabinet.
- Solar cell battery power at crosswalk locations where electrical power is not available. The efficiencies of the LED strobe lights permit operation off solar power during daytime hours as well as operation off battery power during nighttime hours.
- Flashing in-roadway lights can be viewed from as far away as 1000 to 1500 ft. from the crosswalk.

Currently recommended for uncontrolled crosswalks at intersection or midblock locations.

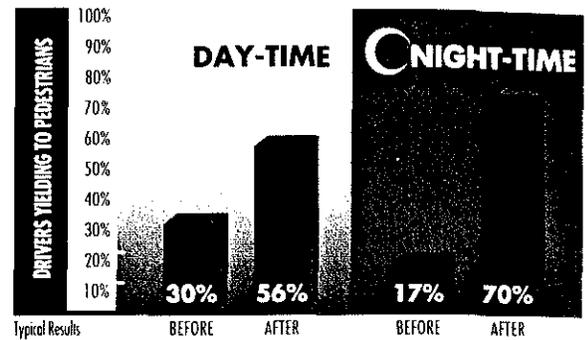
LightGuard
Systems, Inc.

707-542-4547

Call or write today for more information

2292 Airport Blvd.
Santa Rosa, CA 95403
e mail: LGS@pacbell.net

Patent Pending



INCREASED DRIVER AWARENESS

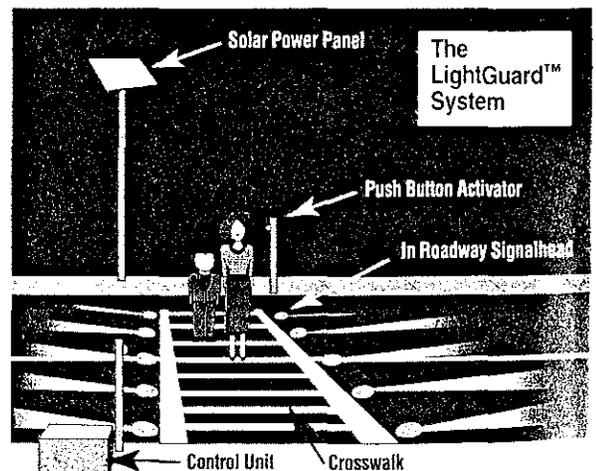
Before and after field study evaluations consistently report the percentage of drivers yielding to pedestrians increases dramatically after installation of the LightGuard System. Approach speeds decrease, motorists start braking sooner and the number of drivers noticing the crosswalks have increased up to 100%.

"An attention getting device seemingly impossible to ignore." Drivers say the strobe-like flash catches their attention, especially at night or in bad weather conditions, such as rain or fog.

Motorists typically react by letting off the accelerator, slowing or braking as they approach the crosswalk. The LightGuard System creates a heightened state of awareness and may provide additional time for the approaching motorist to come to a safe stop for a pedestrian, or pass safely through the crosswalk without impeding the traffic flow.

AN ECONOMICAL SOLUTION

The LightGuard system offers a potentially cost-saving alternative to other signalized traffic control devices currently in use.



Simply put, if you are concerned about pedestrian injuries or fatalities in your community...

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...The LightGuard System could be the solution you're looking for.

Grant Proposal

Office of Traffic Safety

Suggested School Route Map and Countywide Bikeway Signing Program

FY 1998-99

**Solano Transportation Authority
333 Sunset Avenue, Ste. 200
Suisun City, CA 94585
(707) 438-0654**

January 30, 1998

Mr. Arthur L. Anderson, Director
State of California - Office of Traffic Safety
7000 Franklin Blvd. Ste. 440
Sacramento, CA 95823-1820

Re: Office of Traffic Safety Proposal

Dear Mr. Anderson:

The Solano Transportation Authority (STA) is pleased to submit this proposal to complete a Suggested School Route Map and Countywide Signing Program to the Office of Traffic Safety. The project has been developed through our Bicycle Advisory Committee, a partnership of all seven (7) of our member cities plus the County. Our committee and this proposal are truly multi-disciplinary, reflecting the involvement of public works, planning, parks and recreation, and police departments along with the school districts.

This proposal meets the criteria of a "comprehensive pedestrian and bicycle safety program" involving education, public health, transportation engineering, and public communication as described by the OTS. The project represents a new program that eliminates a current deficiency in the County and each of its cities.

1. Statement of Problem

What is the traffic safety problem or deficiency and how was it identified?

The traffic safety problem is bicycle-related accidents in Solano County as identified by the Statewide Traffic Safety Reporting System (SWTRS). The STA conducted an extensive analysis of bicycle-related accidents as part of its Countywide Bicycle Plan adopted in 1995. That analysis revealed a significant problem with bicycle-related accidents in the County in terms of the numbers of incidents and the severity of accident injuries. Bicyclists are being injured and killed in Solano County especially on heavily-traveled arterial streets with higher traffic speeds. Given the high amount of bicycling in the County, the problem of bicycle safety is of paramount concern. An analysis of the actual accidents themselves revealed that the most common accident involved a younger person riding on the wrong side of an arterial road. However, adults are also hit frequently especially at busy intersections and along heavily-traveled arterial roadways.

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The deficiency in the existing system is the lack of suggested and signed bicycle routes which will help direct school children and adults to streets with lower traffic volumes, travel speeds, and wider curb lanes or bike lanes, and crossings that are protected with stop signs or traffic signals.

What factors contribute to and/or are affected by the identified problem?

Many factors contribute to bicycle-related accidents. For example, children frequently disregard common rules of the road, are hard to see by motorists, are not aware of their surroundings, ride erratically, may not have lights, and are not in full control of their bicycles. Motorists often do not expect to see bicyclists along some roadways, especially those with high traffic volumes and speeds and no shoulders or bike lanes. Alternative routes which avoid the worst of these corridors are available but simply not known by many bicyclists. Bicyclists should be encouraged to use these alternate parallel routes which have less traffic, lower speeds, and wider roadway surfaces.

In short, while education, engineering, and enforcement are all factors in bicycle safety, the actual routes which bicyclists use affects their safety as much if not more than any other single factor.

2. Performance Measures

The goal of the Suggested School Route Map and Countywide Bikeway Sign Program is to reduce bicycle-related accidents in Solano County. This goal is consistent with the U.S. Federal Government as stated in the National Bicycling and Walking Study (U.S. DOT, 1995) to reduce by 10% the number of bicyclists killed or injured in traffic crashes. The specific project goal is to encourage and direct bicyclists of all ages and expertise to the safest route possible. The project is expected to save approximately 22 injuries and 2 fatalities per year after implementation.

The objective is to make bicyclists aware of suggested routes through a combination of a Suggested School Route Map for school children and a network of Bikeway Signs for adult cyclists. The Suggested Route to School Map will be produced for each school district available free to each student between grades 2 and 8, and a network of Bikeway Signs advising all bicyclists of the best route to use given traffic volumes, speeds, intersection protection, available roadway width, and connectivity to destinations. The Bikeway Signs will serve a dual function of advising motorists to expect bicycles on these routes as well. The project objective will be to produce 100,000 Suggested Route to School Maps and produce and install 200 Bikeway Signs on the approved bicycle network within one (1) year.

3. Proposed Solution

The Suggested Route to School Map will follow the precedent set by other communities such as the City of San Jose. The map will be printed (100,000 copies) on a 8 ½ by 11 inch sheet of recycled paper, with a street map of the appropriate city (Vallejo, Benicia, Fairfield, Suisun City, Vacaville,

Dixon, and Rio Vista) showing the suggested routes to each elementary, middle, and high school on one side. On the other side would be the standard bicyclists riding instructions developed by the City of Portland. The information on each map would be developed through the Bicycle Advisory Committee, each city's public works and police departments, and each school district. The Suggested Route to school would provide school children and their parents with a tool to find the best available route to allow their children to ride, helping them to avoid those streets and intersections which expose children to the greatest risk. The map will be distributed to each school district in time to be included in the first package sent home with every student in the Fall of 1998. Schools will be able to reproduce the map each year so that the product continues to help children. A letter for each teacher and principal will be produced which describes how to use the map.

Studies of bicycle-related accidents in over 40 California cities by Alta Transportation Consulting shows that accidents are invariably clustered around schools and on school routes. *The map will help guide students to routes which avoid the worst conflicts with automobiles, and also help cities concentrate their traffic control and bicycle improvements in those corridors.*

The Bikeway Signs will be placed to identify the best suggested route to bicyclists of all ages as they ride around Solano County. A County-wide network of routes has already been developed by the Bicycle Advisory Committee (BAC), with most of the routes targeted to be upgraded with bike lanes or shoulders in the future. The network is the result of seven months research by the BAC that included input from local cycling clubs and city public works and police departments. Each of the 200 signs will consist of Bikeway Network Logo (see attached graphic) that clearly identifies the suggested route to the public, and a smaller secondary sign that provides directional or advisory information to the bicyclist and motorist. The sign design and placement will conform to specific guidelines from both the Caltrans Traffic Manual and the Manual of Uniform Traffic Control Devices (MUTCD). The 200 signs will be placed on the primary bikeway network as identified by the BAC.

The bikeway signs will help guide cyclists to the best available roadway to reach their destination, avoiding those corridors with no shoulders or bike lanes and heavy traffic volumes. The signs will also help promote the bicycle system to the public, guide bicyclists to their destinations, and make motorists more aware that bicyclists are using this roadway.

4. Time Required

Much of the work has already been done by the BAC and each city for both the map and sign project. The following table breaks down the remaining tasks to implement the program.

Table 1 Proposed Completion Time	
Develop Suggested Route to School Map develop base maps send maps to each city/district for input develop suggested route map	3 months
Print 100,000 copies of map	1 month
Distribute maps to schools	1 month
Develop Bikeway Signs Identify exact sign type and location submit to Caltrans and cities finalize design and template	2 months
Produce and install 200 Bikeway Signs	2 months

The total time to complete both the Suggested School Route Map and Bikeway Sign are projected to be five months, with some tasks being conducted concurrently. This is based on actual experience in both map production/distribution and sign production/installtion.

5. Cost Estimate

The total grant request of \$100,000 is broken down in Table 2 below. The costs are all based on actual recent experiences.

Table 2 Cost Estimate	
Suggested Route to School Map	
Field Review	\$2,400
Map development	\$7,000
Map distribution for review	\$1,400
Map revisions and drafting	\$3,300
Map printing (100,000 copies)	\$5,500
Map distribution to schools	\$1,000
Total	\$20,600

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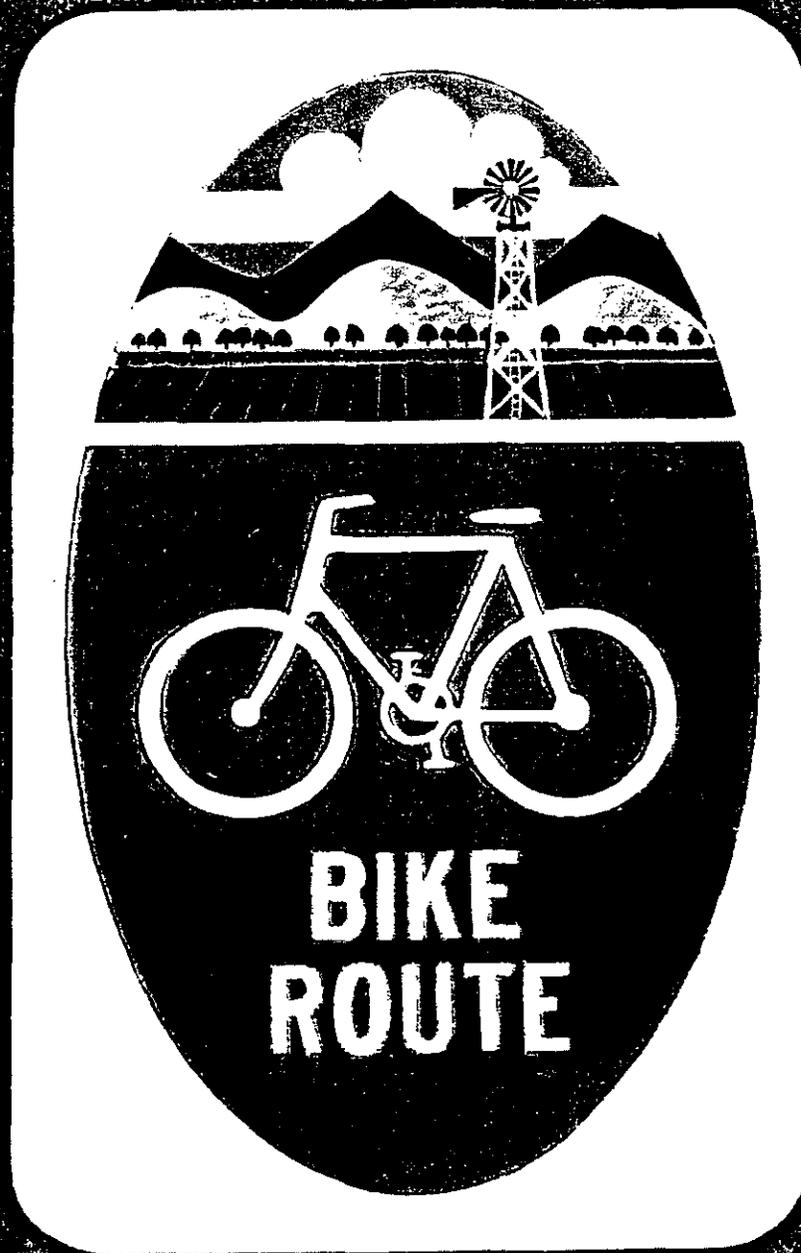
Bikeway Signs	
Sign development	\$2,500
Sign location plan	\$12,300
Sign distribution for review	\$1,700
Finalize sign design and plan	\$2,400
Fabricate signs (200)	\$22,500
Install signs (200)	\$30,000
Total	\$71,400
Accident Monitoring	\$3,000
Administration (STA)	\$5,000
Total	\$100,000

All funding will be spent in Year One. Accident monitoring will be continued by the STA in following years to determine the impact the improvements have made on the per capita bicycle-related accident rate.

We trust that you will find that our project meets the intent of the grant program, and will contribute significant dividends towards reducing the bicycle injury and fatality rate in Solano County. Please feel free to call with any questions.

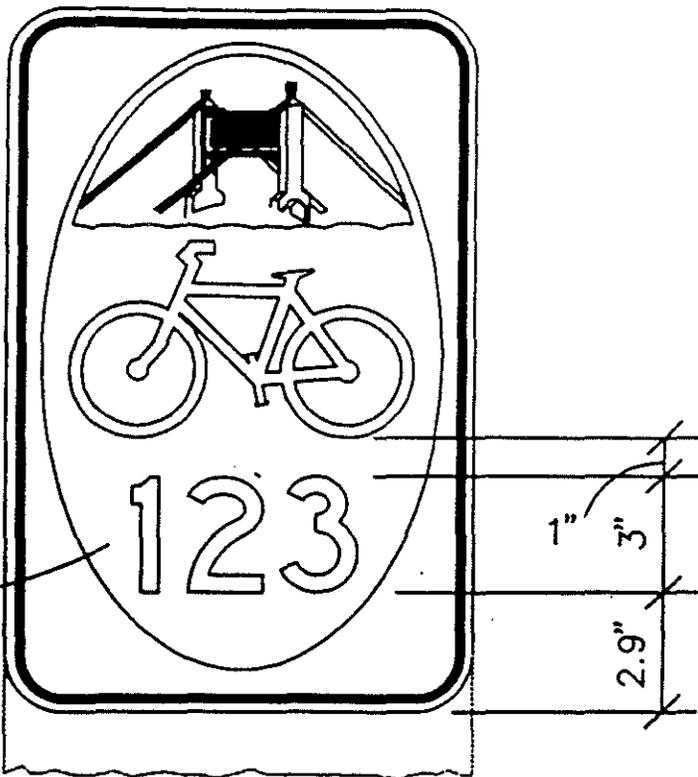
Sincerely,

Martin Tuttle
Executive Director

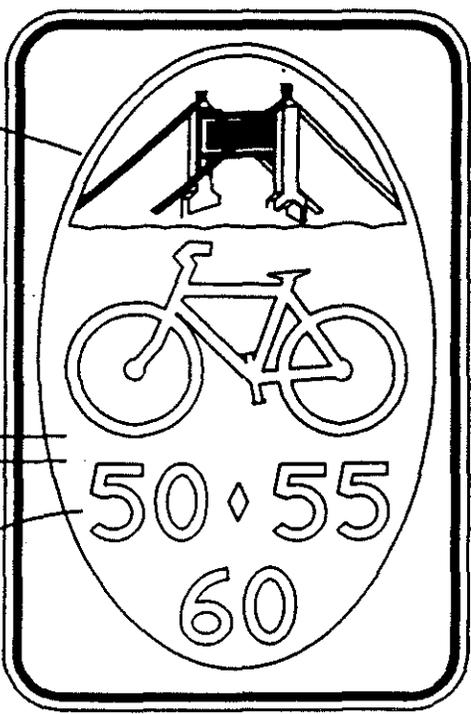
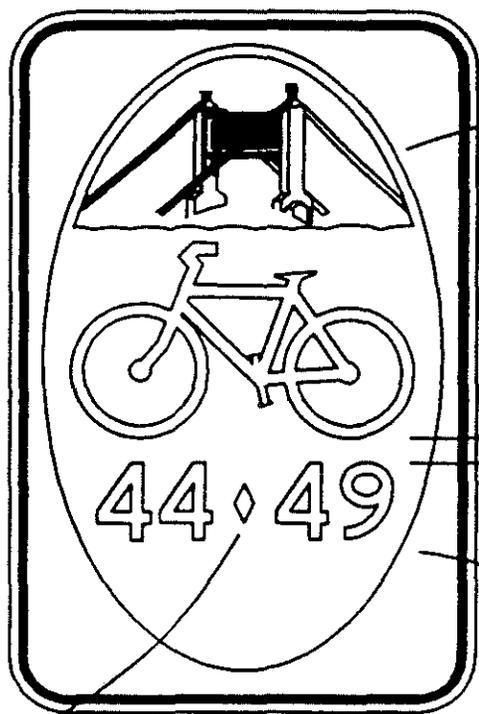


Vacaville
2 Miles →

"Ellipse



3" series "D"
Numbers
for 3 digits



Use Color sign
if any route
is a primary.
Use secondary
all-green sign
only if all rtes
are local rtes.

0.5"

2" series "D"
Numbers
for combination route signs

DESIGNED: DATE: 5/17/96	APPROVED: AST MOR 5/28/96	SCALE: 1" = 5'	SPECIFICATION NO.
DRAWN: DATE: 5/17/96	SECTION ENGINEER DATE:	SHEET OF SHEETS	DRAWING NO.
CHECKED: DATE: BT 5/17/96	BMY 5/28/96 BUREAU CHIEF, TRAFFIC DATE:	OF	REV. NO.
BIKE ROUTE SIGN			PAGE 637/
Dimensions for Basic Sign			

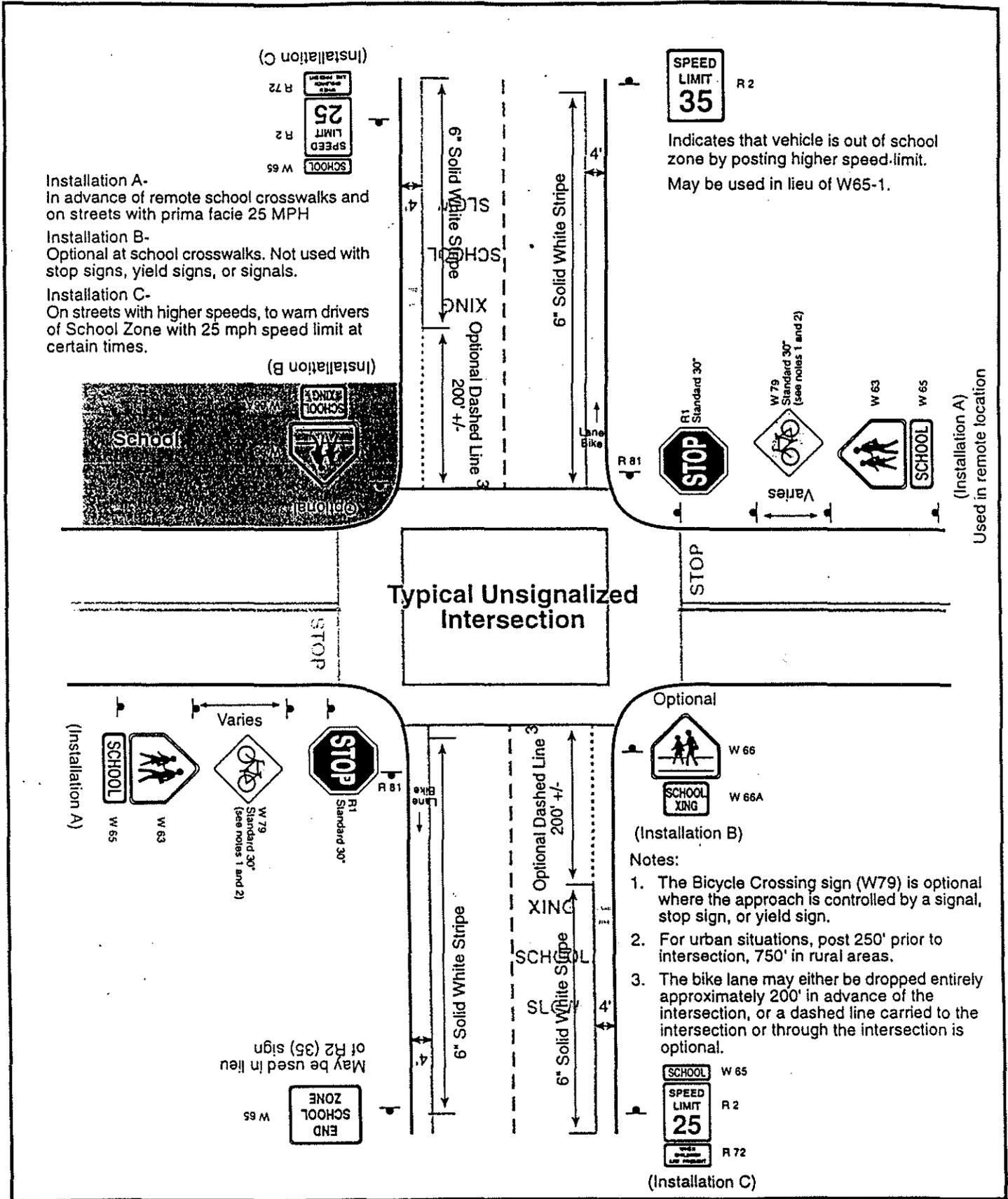
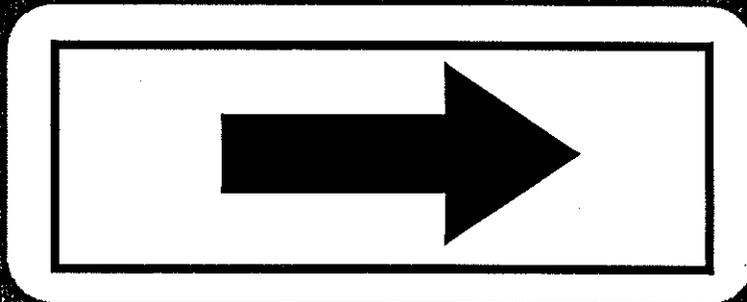


Figure Signs and Marking within School Zones

7

D111-1/G98
24" x 18"
Green



M7-1/G98
12" x 9"

Michael G. Jones, MCP
No Scale

Figure 6 Bike Route Signs

WARNING SIGNS

**NO PARKING
IN BIKE PATH**

Signs for locations on path
near auto access points

**NO PARKING
IN BIKE LANE**

Signs for bike lanes
where there is no auto
parking on right of lane

**WATCH FOR
BIKES**

Signs for occasional use
on Class 2 & 3 routes and
Bicycle Boulevards. Can
be interspersed with
"Share the Road" signs.
Possible sticker?



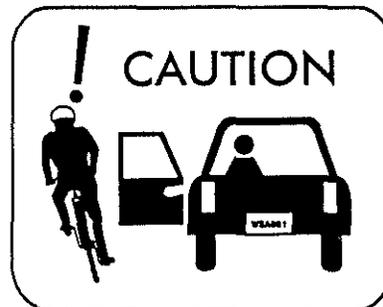
**WATCH FOR
BIKES**



**SHARE THE
ROAD**

**SHARE THE
ROAD**

Signs for use at transition
from Class 2 to Class 3;
at the beginning of routes;
and on non-bicycle-route
roads where bicycle traffic
might be expected or at
intervals on all city streets.
Possible sticker?



**WATCH FOR
BIKES**

Signs used at intervals
along bike routes with
adjacent parallel parking.
Frequency of signs
should be related to parking
turnover rates.

Should be used throughout
City at parallel parking
locations, also.