





Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

Members:

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

Martin Tuttle
Executive Director

MEETING NOTICE

February 11, 1998
 STA Board Room
 333 Sunset Avenue, Suite 230
 Suisun City, CA
 Closed Session on Personnel
 6:00 p.m.
 Regular Meeting
 6:15 p.m.

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 Closed Session to Evaluate Executive Director's Performance - 6:00 p.m.
- 2.0 Call to Order - Confirm Quorum - 6:15 p.m.
- 3.0 Approval of Agenda
- 4.0 Recognition of Mayor Jerry Hayes
- 5.0 Executive Director's Report
- 6.0 Comments/Update from Staff, Caltrans, and MTC
- 7.0 Opportunity for Public Comment
- 8.0 CONSENT AGENDA (Any consent item can be pulled for discussion)
- 8.1 Minutes of Meeting of January 14, 1998. Page 27
- 8.2 Draft Minutes of January 28, 1998 TAC meeting. Page 33
- 8.3 Executive Director's Contract. (Don Erickson) Page 39
- 8.4 1998 State Transportation Improvement Program (STIP) Resolution. (Kim Kloeb) Page 45
- 8.5 Applications for Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds. (Matt Todd) Page 55

9.0 ACTION ITEMS: FINANCIAL

9.1 Contract for Federal Lobbyist. (Martin Tuttle) Page 59

10.0 ACTION ITEMS: NON-FINANCIAL

10.1 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air Funds (TFCA). (Dan Christians) Page 61

11.0 INFORMATION ITEMS: NO ACTION NECESSARY

11.1 STA Goals/Objectives for 1998. (Martin Tuttle) Page 67

11.2 Solano Transportation Plan. (Martin Tuttle) Page 71

11.3 Board Members Comments.

11.4 Adjourn. (Next Meeting: March 11, 1998)

February 11, 1998
Agenda item 4.0



DATE: February 4, 1998
TO: STA Board
FROM: Mayor Don Erickson, Chairman
RE: Recognition of Board Member Jerry Hayes

Benicia Mayor Jerry Hayes has served on the Board of the Solano Transportation Authority since 1992. Effective January 20, Mayor Hayes became the City of Benicia's alternate representative to the STA, replaced by Councilman Steve Gizzi.

From May 1994 to January of 1996, Mayor Hayes served as chairman. He served as chair during the development of the Organizational Strategic Plan that was the catalyst for the STA to become an independent agency. During Mayor Hayes' tenure, the STA recruited its first full time Executive Director.

Mayor Hayes initiated the joint subcommittee of the STA and the Contra Costa Transportation Authority to address issues facing the Benicia-Martinez Bridge, the Carquinez Bridge, and other issues of joint concern to the two counties. This subcommittee has been instrumental in maintaining and accelerating the schedule for these two major Regional Measure One projects, and provides a forum for open and direct communications between the two counties.

Mayor Hayes represented the STA as a member of the Greater East Bay Rail Opportunities Coalition (GEBROC) and represented the STA as an original member of the Capitol Corridor Joint Powers Board (CCJPB) that provides policy guidance to the Capitol Corridor passenger rail service from Sacramento to San Jose.

Mayor Hayes has been a major factor in the development of the STA as a dynamic regional transportation planning agency over his tenure. His contributions to the STA and commitment to enhancing the region's transportation network cannot be overemphasized.



Office of the Mayor
JERRY HAYES



January 21, 1998

Marty Tuttle
Solano Transportation Authority
333 Sunset Avenue - Suite 200
Suisun City, Ca. 94585

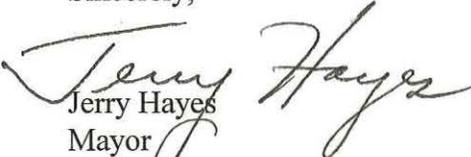
Dear Marty:

This is to advise you, in writing, that at the City Council Meeting of Tuesday, January 20, 1998, Council Member Steve Gizzi was appointed to serve as the City of Benicia Representative to the Solano Transportation Authority. I will serve as the Alternate. Effective immediately, would you please forward all agendas and communications for the Solano Transportation Authority to Council Member Gizzi at the following address:

City Hall
250 East L Street
Benicia, Ca. 94510

Should there be any financial disclosure requirements for either Council Member Gizzi or myself, would you please forward the required paperwork. Should you have any questions regarding the above, please feel free to contact me.

Sincerely,


Jerry Hayes
Mayor
CITY OF BENICIA

JH:tb
/JH121.98

cc: Steve Gizzi
Council Member



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

February 11, 1998
Agenda Item 5.0

MEMORANDUM

Area Code 707
422-6491 ♦ Fax 438-0656

DATE: February 4, 1998
TO: STA Board
FROM: Martin Tuttle *Mt*
RE: EXECUTIVE DIRECTOR'S REPORT

Members:

Benicia

Dixon

Fairfield

Rio Vista

Solano County

Suisun City

Vacaville

Vallejo

Martin Tuttle
Executive Director

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.*

***Solano Transportation Plan:** The SEDCORP Transportation Action Team unveiled its draft plan at SEDCORP's Annual Meeting on January 23. The schedule for public outreach on the plan, including the community forums in Vacaville, Fairfield and Vallejo, is outlined in agenda item 11.2.

***1998 State Transportation Improvement Program (STIP):** Solano's STIP proposals (Reliever Route and Highway 37/29 interchange projects) will be reviewed with other Bay Area proposals at a Metropolitan Transportation Commission (MTC) public hearing on February 13. MTC must submit the proposals to the California Transportation Commission (CTC) by March 2. The CTC is scheduled to hold hearings on STIP proposals at its March 31/April 1 meeting in San Francisco and at a special meeting in Los Angeles on April 7. The CTC will adopt the new STIP at its June 2 meeting in Orange County (see related agenda item 8.4).

SolanoLinks: Members of the Intercity Transit Consortium elected Benicia's Alan Nadritch as its chair and Vallejo's Pam Belchamber as vice-chair, and reviewed the status of the marketing program at its January 28 meeting.

Bike Routes: Dan Christians represented the STA at the Rails-to-Trails Conservancy conference on January 28-31 in San Diego. Dan and STA consultant Michael Jones attended several workshops providing insights on the 10,000 miles of rail-trails achieved in the past 10 years. Included in this report is a summary of the conference.

Dixon-Davis Bike Route: Assemblymember Helen Thomson will continue to pursue PVEA funding as part of the state budget process for the project, but she has deleted the reference to the project in her bill AB 930 (see attached correspondence).

Capitol Corridor: Board member Jim Spring and I are scheduled to join BART staff at a meeting with Del Pierce of the state's Business, Transportation & Housing Agency on February 4 in regard to the pending CCJPB management transfer agreement. We will also meet with our state legislative delegation earlier in the day as part of MTC's annual legislative outreach day.

Executive Director's Report, page two

Upcoming events

February 13	RTIP public hearing in Oakland
February 17/18	California Transportation Commission meeting in Sacramento
February 18	Transportation Plan Community Forum in Vacaville
February 24	Transportation Plan Community Forum in Fairfield
February 25	Metropolitan Transportation Commission meeting in Oakland
February 25	SolanoLinks Intercity Transit Consortium in Suisun City
February 25	STA TAC meeting in Suisun City
February 26	Transportation Plan Community Forum in Vallejo
March 9-11	MTC legislative meetings in Washington D.C.
March 11	Board meeting in Suisun City

Attachments

Priority projects - status report
Key news articles and correspondence

STA Project Development Fund
1997-98 Priority Projects - Status Report
(listed in alphabetical order)

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	\$8,000	*	\$0	-CTC approved \$17.3 million supplement for Light Rail and the bridge relocation 9/97 -Groundbreaking scheduled for this summer for grading at southern approach
Capitol Corridor CCJPB, STA	\$5,000	*	\$1,400	-Transfer agreement pending -Negotiations ongoing with landowner for parking improvements at Fairfield/Suisun
Dixon Railroad Grade Separation Dixon	*	*	*	-Secure additional funding needed to complete project, federal earmark pending
Ferry Feasibility Study Benicia	\$2,000	\$12,000	\$0	-STA Board approved funding on 8/97
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	\$10,000	*	\$0	-Construction to extend 4 passing lanes scheduled to start in the year 2000 -Caltrans proposing shoulder widening and vertical curve corrections for 1998 SHOPP
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-Final EIS expected to be completed 4/98 -Highway 29/37 interchange proposed for 1998 STIP
I-80/I-505 Weave Correction Caltrans, Vacaville	*	*	*	-Proposed as a SHOPP project
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Seeking funds to add auxiliary lanes at the interchange
I-80 Reliever Route Implementation Plan STA	*	*	*	-STA Board approved Final report on 5/97 -Seeking federal earmark and 1998 STIP funding
Intercity Transit Plan ** STA	\$5,000	\$170,000	\$2,254	-Third marketing meeting held 1/23 -1st working paper presented to Consortium on 1/28
Miscellaneous Project Development ***	\$70,000	*	*	-For assistance in completing grant applications and leveraging funds for project development
Mare Island Access Study Vallejo	\$10,000	*	\$0	-Vallejo is seeking local match for the federally financed study to improve access to Mare Island
Solano Bike Route Plan STA	\$10,000	\$700	\$8,173	-Commenced work on bicycle map and completed funding applications for EEMP and OTS grants -Have requested sponsors for BikeLinks map
Solano Transportation Plan STA	\$30,000	\$25,000	\$25,000	-Draft Plan released January 23 -Public outreach and community forums scheduled during February and March
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$150,000	\$207,700	\$36,827	

* No funds allotted at this time

\$357,700

** Total cost of the Intercity Transit Plan Marketing and Planning services through December 31 is \$78,886

*** Initially budgeted at \$30,000. In October, Board approved additional \$50,000 in PDF funds for this FY.

In July, Board approved \$5,000 to increase the Bike Route Plan budget to \$10,000.

In October, Board approved \$5,000 to increase the Capitol Corridor budget to \$5,000.

International Rails to Trails and Greenways Conference Summary

Dates/Location: January 28-31, 1998, San Diego

Major Sponsors: Rails to Trails Conservancy, California State Parks, and U.S. DOT

Attendees: Over 700 in attendance from 12 countries including the U.S. , Canada, Mexico, Australia, United Kingdom and Belgium.

Keynote Speakers: James van Loben Sels, Director of Caltrans
John Horsley, Assistant Director, U.S. Department of Transportation
Douglas Wheeler, California Secretary of Resources
James Kunsler, Author of *Geography of Nowhere*
Cherl Little, President's Council on Sustainable Development

Key Workshops:

- Can Rails-with-Trails Co-Exist with Active Rails?
- Transportation and Recreation Agencies Traveling in Tandem
- Reforming Transportation Enhancements Program: ISTEA 2
- Trail User Conflicts
- Railbanking and other Acquisition Strategies
- Coastal Rail Trail Mobile Workshop- San Diego to Oceanside
- Landowner Liability: Rhetoric vs. Reality

Major Findings:

- Crime actually drops with most trails and greenways
- Liability issues are inevitable but manageable
- Most new trails are owned and managed by public agencies
- Proper design, location and access limitations can resolve trail issues

Some Trails Underway:

- Ironhorse, Los Angeles River and Bay Ridge Trail, California
- Lake Tahoe Regional Trail
- Trans Canada Trail
- Perth, Australia Rail-Trail

Rail-Trail Milestones:

- 10,000 miles of trails constructed nationwide since 1987
- \$250 million of ISTEA spent on 800 trail projects since 1991

Conference Vision: By the year 2010, every American should have access to, and full use of, a neighborhood greenway including a trail system.

Proposed New Projects:

- Benicia-Vallejo-Fairfield-Suisun City-Vacaville- Dixon-Davis Bikeway.
- Model Greenways to be built in each of the 50 state capitols and Wash. D.C.
- Special Greenway/trails event in the year 2000.

Information: For further information or technical assistance call the Rails-to Trails Conservancy at 202-331-9696.

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YOLO COUNTY
722-B MAIN STREET
WOODLAND, CA 95695
(530) 662-7867

e-mail
helen.thomson@asm.ca.gov

website
<http://www.assembly.ca.gov/thomson/>

Assembly California Legislature

HELEN MACLEOD THOMSON
ASSEMBLYWOMAN, EIGHTH DISTRICT



CHAIR
SELECT COMMITTEE ON
MENTAL HEALTH

CO-CHAIR
LEGISLATIVE ETHICS COMMITTEE

STANDING COMMITTEES
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ALLOCATION & CLASSIFICATION
JOINT COMMITTEE ON
WORKERS COMPENSATION
SELECT COMMITTEE ON
EXPOSITION PARK
SELECT COMMITTEE ON
PALLIATIVE CARE
SELECT COMMITTEE ON RURAL
ECONOMIC DEVELOPMENT

January 26, 1998

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

Marty
Dear Mr. Tuttle,

As you know, last year I introduced Assembly Bill 930 to allocate some Petroleum Violation Escrow Account (PVEA) money to help fund the Dixon-Davis Bike Route, which you have worked so diligently to design.

This legislative year, I am going to use AB 930 as a vehicle to make some changes to the state's Bicycle Lane Account. To more accurately reflect its purpose, the bill currently only changes the name of the Bicycle Lane Account to the Bicycle Transportation Account. In addition to providing money for bicycle lanes and paths, the Bicycle Lane Account also helps fund bicycle parking facilities, bicycle racks on transit vehicles, road improvements for bicycles, and traffic control devices for bicycles. I am also working with CalTrans and the California Bicycle Coalition to create some other code changes which will promote the use of bicycles as a commuter option.

Although I have removed the Dixon-Davis Bike Route content from the bill, I want to assure you of my continuing support for the project and interest in getting it funded in this year's PVEA agreement. To this end, I have written to Assembly Member Kevin Murray, the Chair of the Assembly Transportation Committee, informing him of this amendment and my continuing pursuit for PVEA funding for the Dixon-Davis Bike Route.

If you have any questions regarding our strategy for funding the Dixon-Davis Bike Route, please feel free to contact me or my staff person, Chris Tapio.

Sincerely,

HELEN M. THOMSON
Assemblywoman, 8th District

cc: Mayor Don Erickson
Mayor Lois Wolk

HMT:gct
enclosure

PAGE 7

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Assembly California Legislature

HELEN MACLEOD THOMSON
ASSEMBLYWOMAN, EIGHTH DISTRICT

CHAIR
SELECT COMMITTEE ON
MENTAL HEALTH

CO-CHAIR
LEGISLATIVE ETHICS COMMITTEE

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PALLIATIVE CARE
SELECT COMMITTEE ON RURAL
ECONOMIC DEVELOPMENT

January 26, 1998

Honorable Kevin Murray
Chair, Assembly Committee on Transportation
State Capitol, Room 4121
Sacramento, CA 95814

RE: Dixon-Davis Bike Route PVEA Project


Dear Assemblyman Murray,

Last year, I introduced Assembly Bill 930, which would allocate an unspecified amount of Petroleum Violation Escrow Account (PVEA) money to fund the Dixon-Davis Bike Route. This commuter project, eventually connecting the Sacramento and San Francisco regions, is an essential part of Solano County's regional transportation plan.

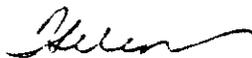
Although this project, along with all other bicycle trail proposals, was ultimately not included in the PVEA agreement between the Administration and the Legislature last year, I am continuing to support this project with hope that it is funded this year.

The Solano Transportation Authority, which sponsors the project, has already secured a small portion of grant money from other sources. The money, if used in conjunction with a PVEA grant, would be enough to get this needed commuter trail built.

This legislative year, I am using AB 930 as a vehicle to make some changes to how bicycle facilities are funded. As this bill moves through the legislative process, I will be negotiating with CalTrans, the California Highway Patrol, and bicycle advocates to craft some reforms that all parties will support. Although I have removed the Dixon-Davis Bike Route content from the bill, I continue to support the project and hope that funding for it will be included in this year's PVEA agreement.

Thank you for your continuing work on securing PVEA funds for worthy projects. If you have any questions on my proposal, please feel free to contact me or my staff person, Chris Tapio.

Sincerely,



HELEN M. THOMSON
Assemblywoman, 8th District

HMT:gct

ROBERT A. WOLF, Chairman
EDWARD B. SYLVESTER, Vice Chairman
MARY F. BERGLUND
P. GREGORY CONLON
OCTAVIA DIENER
DAVID W. FLEMING
EDWARD G. JORDAN
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DANA W. REED

STATE OF CALIFORNIA

PETE WILSON
GOVERNOR



CALIFORNIA TRANSPORTATION COMMISSION

SENATOR QUENTIN L. KOPP, Ex Officio
ASSEMBLYMAN KEVIN MURRAY, Ex Officio
ROBERT I. REMEN, Executive Director

1120 N STREET, MS-62
P.O. BOX 942872
SACRAMENTO 94273-0061
FAX (916) 653-2134
FAX (916) 654-4264
(916) 654-4246

January 23, 1998

The Honorable George Miller
U. S. House of Representatives
Washington, DC 20515-0507

Dear Congressman Miller:

I am writing in response to your letter of January 5, 1998, supporting funding for the Route 37/29 interchange in Vallejo in the 1998 State Transportation Improvement Program (STIP).

Under reforms made to the STIP process in 1997 by SB 45 (Kopp), new STIP funds are now divided between a regional program (receiving 75% of available STIP funds) and an interregional program (receiving 25%). Regional program funds are divided among the state's regional agencies, including the Bay Area's Metropolitan Transportation Commission, by formula. Each region selects the projects to be funded from its share, and Caltrans nominates projects for the 25% interregional program. Regions may nominate projects for the interregional program only if they are on the State's interregional road system in rural areas. At least 15% out of the 25% interregional program must be for interregional roads in rural areas or on intercity rail. The remaining portion, up to 10% of STIP funds, is available for Caltrans-nominated highway or rail projects that meet interregional transportation needs, in either urban or rural areas, subject to a geographic split of 40% north, 60% south.

Under STIP reform, funding for the Route 37/29 interchange would have to come from either the MTC's share of the 75% regional program or from the up to 10% portion of the interregional program nominated by Caltrans.

The regions and Caltrans are due to submit their respective programming proposals by March 2, 1998. The Commission will hold hearings on the proposals at its March 31-April 1 meeting in San Francisco and at a special April 7 meeting in Los Angeles. The Commission will adopt the new STIP at its June 2-3 meeting in Orange County.

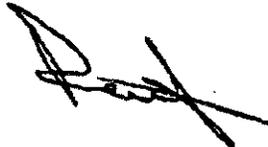
The Honorable George Miller
January 22, 1998
page 2

SB 45 dramatically revamps the State transportation planning process by empowering regional agencies and making them more responsible and more accountable for their planning and funding decisions. In past STIP programming cycles, individual State legislators and members of Congress have placed considerable effort and attention in advising the Commission about individual projects and attempting to influence the outcome of our STIP adoption. For the upcoming 1998 STIP, your focus and that of your fellow lawmakers will be more productively aimed at the regional transportation planning agencies, since those agencies will make the critical project selection decisions. Therefore, I would encourage you to express your views regarding the Route 37/29 interchange project to the Metropolitan Transportation Commission well before the March 2 deadline.

Under the new process, the Commission's primary role in project selection will be to determine whether to accept alternative proposals advanced by regions for interregional road projects. The Commission is also responsible for reviewing Caltrans and regional proposals to assure that they represent cost effective expenditures of State funds and comply with program requirements and standards.

Thank you for advising the Commission of your interest in this project. Please do not hesitate to call me or the Commission's Executive Director, Robert I. Remen, at (916) 654-4245 if we can be of further assistance.

Sincerely,



ROBERT A. WOLF
Chairman

kehrman/david/miller

STANDING COMMITTEES:
BUDGET AND FISCAL REVIEW, CHAIR
NATURAL RESOURCES AND
WILDLIFE, VICE CHAIR
AGRICULTURE AND
WATER RESOURCES
GOVERNMENTAL ORGANIZATION
HEALTH AND HUMAN
SERVICES
VETERANS AFFAIRS

California State Senate

SENATOR
MIKE THOMPSON
SECOND SENATORIAL DISTRICT

SELECT COMMITTEE ON
CALIFORNIA'S WINE INDUSTRY, CHAIR
SELECT COMMITTEE ON DEVELOPMENTAL
DISABILITIES AND MENTAL HEALTH, CHAIR
JOINT COMMITTEE ON
FISHERIES AND AQUACULTURE, CHAIR
JOINT COMMITTEE ON
LEGISLATIVE BUDGET, CHAIR
RURAL CAUCUS, CHAIR



January 21, 1998

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

Dear Mr. Tuttle:

Thank you for contacting me to express your support for AB 595 (V. Brown). I appreciate knowing of your concerns and I apologize for the delay in my response.

As you know, AB 595 authorizes the Metropolitan Transportation Commission (MTC) to impose, with voter approval, a regional tax on gasoline of up to 10 cents per gallon for specified transportation purposes. Given the sharp reductions in federal and state transportation funding, I believe that giving local citizens the opportunity to decide if they want to pay for transportation shortfalls through increased gasoline taxes is appropriate. I supported AB 595 because it allows the people who live within MTC's region to decide for themselves whether they want to pay extra for gas to pay for unfunded transportation projects. You will be pleased to know that the Governor recently signed AB 595 into law.

This legislation requires the MTC to adopt an expenditure plan for the next twenty years that is consistent with regional and county transportation plans. The cost estimates are to be prepared for each project and verified by an independent firm. If a gas tax is voter approved, the funds may be used for a number of transportation related projects including: road maintenance or rehabilitation, capital or operating costs for public transit, rail extension projects, seismic retrofitting, improved safety or operational efficiency, alternatives to single-occupancy auto travel or used to fund intermodal facilities.

I strongly believe in a program that vigorously invests into our state's transportation systems. Such investments are essential to our region's economic well being. Without adequate roads and transportation systems, our ability to move goods to market is greatly diminished.

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(707) 445-6511 FAX

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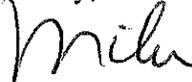
PAGE 11

Page Two
AB 595 S (Brown)

Further, increased congestion on our highways is costly to business, individuals and is having a deleterious effect on the environment. To that end, I support reasonable efforts to invest in our transportation systems and deal with these problems in an efficient and effective manner.

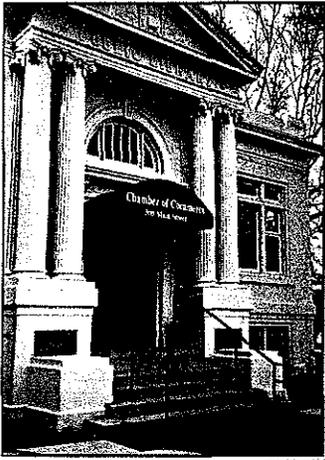
Again, thank you for advising me of your concerns. Should you have any further questions on this, or any other state matter, please call me.

Sincerely,

A handwritten signature in cursive script that reads "Mike".

MIKE THOMPSON
Senator, Second District

MT:ddm/f



Comments



To continually improve the economic prosperity of the business community by providing leadership, education and resources.

Vol. 8, No 1

Vacaville, California

January 1998

PRESIDENT'S CLUB

CHAIRMAN'S CIRCLE
NorthBay Healthcare System

DIAMOND
Fred Hearn Construction

PLATINUM
Continental Pacific Bank
Kaiser Permanente
Lithia Toyota "Kia"
McDonald's Restaurants
Wood Oil Company

GOLD
Alza Corporation
Computer Cite
KUIC 95.3 FM/KXBT 1190 AM
Deanna S. Myhre, Lawyer
Northern California Roofing Co.
The Reporter
River Valley Insurance
Simonton Windows
Travis Federal Credit Union
Vacaville Sanitary Service

BRONZE
ADCO Outdoor Advertising
Albertson's #772
Bank of America
Cattlemen's Restaurant
Chiron Corporation
Coldwell Banker North Bay Realty Inc.
Computer Campus
Costco Wholesale
Courtyard by Marriott
Eichleay Engineering, Inc.
Factory Stores at Vacaville
First Northern Bank
Genentech, Inc.
The Hall-Stan Group
Herman Goebitz Candy Co., Inc.
Hines Nurseries, Inc.
Hubbard, Unger & Urquhart, Attorneys
Lloyd's Financial Services
Mervyn's California
Nationwide Automotive Group
Raley's
Regent at Summerfield House
Sam's Club
Suikkonen CPA's & Consultants
UC Davis Medical Group
Wal-Mart
Westamerica Bank
Westlake Leisure Gardens

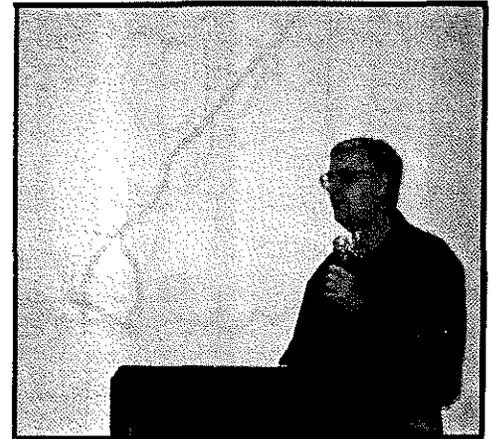
TRANSPORTATION... It's Time To Get Involved!

For ten out of the past fourteen years, transportation has been the number issue for people who live in the nine Bay Area counties, including Solano. Incredibly, we can easily identify this as our number one problem, yet we continually get into our vehicles and motor onward assuming that someone will provide a solution.

We have become accustomed to the luxury of travelling from place to place because it is still a relatively low cost method of transportation. Add to this the advent of technology. We can now listen to concert quality music, conduct business over the phone, and even check our e-mail. Our vehicles have become a four wheeled office.

It is no wonder then that we have succumbed to gridlock traffic. We don't care because we can still conduct business. But is this really what we want? Do we understand that there is a bigger sleeping giant which is about to wake up? The economic impact is real and we have got to address this issue now!

The Solano Transportation Authority (STA) and the Solano Economic Development Corporation (SEDCORP) recently held a meeting of business leaders, Chamber of Commerce Executives, and political leaders to address this very real problem. When a business leader from a major distribution center here in Vacaville tells you that the ability to move their goods is now threatened and unless the problem is addressed, they may be required to relocate, you better listen up.



According to Mike Paulik, this issue will be the key topic of discussion for the Chamber's Economic Development Committee meeting in January. Additionally, SEDCORP will present a draft Transportation Plan at its Annual Meeting on January.

Because of its potential economic impact on Vacaville businesses, we will work closely with the STA and SEDCORP to ensure every opportunity to mitigate traffic congestion is researched and addressed. □

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~~9999~~
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■ JANUARY 5th MIXER

The January 5th Mixer is sponsored by Courtyard by Marriott. It will be held at 120 Nut Tree Parkway. Doors open at 5:30 p.m. and the door prize drawings are held at 6:30 p.m.

PAGE 13

Post-It™ brand fax transmittal memo 7671		# of pages	3
To	Marty Tuttle	From	Steve Cobb
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FRIDAY, JANUARY 16, 1998

THE TIMES

Editorial

A Knight-Ridder Newspaper

Bridges to the 21st century

THE GOOD NEWS is that Caltrans may actually begin work on the long-awaited new Benicia bridge this spring and the Carquinez replacement span next year. The bad news is that Caltrans may actually begin work on the long-awaited new Benicia bridge this spring and the Carquinez span next year.

While Caltrans promises to make the work as nonintrusive as possible, construction of new spans, plus seismic work on the existing ones, certainly won't help the current congestion.

While we dread them, both projects are long overdue. Benicia's bridge was built in 1962 and is far too narrow for the traffic it handles. The Carquinez western span, built in 1927, costs too much to maintain. When construction is finally completed, traffic flow should be demonstrably better. The sooner the new bridges with more lanes open, the sooner relief will come.

Commuters have waited for new spans on the Benicia, Carquinez and San Mateo bridges since voting to increase the toll on Bay Area bridges to \$1 in 1988. During the last 10 years, the state has generated about \$400 million to fund them.

When commuters watched their toll rise an additional \$1 this Jan. this one was a Legislature-approved hike to pay for a new east-bay bridge and seismic-safety upgrades on the other bridges. The timing of the latest toll hike seems all wrong to commuters who have yet to see any results from the last one.

But that's about to change. If work starts this spring on the Benicia span, as Caltrans predicts, the new bridge could open within three years. Just one question: Are they talking Caltrans years, which are generally accepted as being longer than dog years?

Excuse our cynicism. But when was the last time Caltrans completed a major project on time? Granted, the Benicia bridge is a simple design and there's no reason other than a major natural disaster for its prediction to be off. But we can't help note that they generally are. The picture for Carquinez is grimmer. The bridge construction will start a year later and is expected to take five years.

In the meantime, the congestion worsens. The number of Solano County residents heading into Contra Costa is about 21,000 daily and is expected to reach 26,500 by 2010. Contra Costans traveling to Solano are expected to jump from more than 6,000 today to 10,300 daily by 2010.

While dreading the slowdowns that generally accompany highway projects, we cling to Caltrans' promise that delays will be minimal. We eagerly await their completion. And we hope Caltrans projections are based on the Gregorian calendar, not Caltrans time.

Proposal would help ease county's traffic flow

By Charles Levin
DAILY REPUBLIC

1-24-98

Projects include widening shoulders on accident-prone Highway 12, repairing and repaving county roads, and increasing commuter express bus lines.

VACAVILLE — Business and civic leaders unveiled a plan on Friday to revive Solano County's crumbling roads, boost traffic flow and prevent a widespread exodus of businesses, frustrated by gridlocked freeways.

The three-point plan proposes to seek more local funding while urging lawmakers to grab desperately needed cash for a long list of projected transit needs. These needs reflect the needs of business and intercity

commuters who travel to the Bay Area and Sacramento for work.

Projects include widening shoulders on accident-prone Highway 12, repairing and repaving county roads, improving choked interchanges, increasing ferry services, building more bike lanes, and increasing commuter express bus lines to San Francisco, Sacramen-

to and BART stations.

The plan also demands that already funded projects, such as the planned second Benicia-Martinez bridge and Carquinez replacement bridge, not fall behind in schedule, costing taxpayers more dollars in the long run.

A coalition of business leaders and Solano Transportation

Authority board members drafted the "Solano Transportation Plan." Coalition members are now forming a "community action team" to measure public opinion of the plan. Three public forums in Fairfield, Vacaville and Vallejo are scheduled for next month.

The plan asks whether the county's transit arteries will keep pace with growing job projections and deteriorating roads. Leaders say the answer to that question is an unequivocal no.

See Traffic, Back Page

Traffic From Page One

"The point of this meeting is that we have an imminent problem and it's five, seven, eight years away," Marty Tuttle, executive director of Solano Transportation Authority, said after the presentation.

The good news is that Solano County will generate 66,000 more jobs by 2010, a 43 percent increase, according to the Association of Bay Area Governments.

The bad news is that increased jobs will spur a 49 percent increase in traffic. The upshot is smog-infested gridlock on Interstate 80, the county's most critical artery for commerce and intercity commuters.

Even without hitting those numbers, I-80 will reach capacity in the next 10 years, said coalition member Gary Andrews of Amos and Andrews.

"We can expect stop-and-go conditions every day during peak hours unless comprehensive strategies are implemented now," Andrews said.

Some businesses are already feeling the pinch of choked traffic. About 2,000 trucks come and go from Lucky's Distribution Cen-

Funding remains scarce. The county receives about \$24 million a year in transportation funds from state and federal gas taxes, Bay Area bridge tolls and one-quarter cent of the local sales tax.

ter at the Vaca Valley Center industrial park, said Frank Friedman, Lucky's director of warehouse and transportation.

During peak commute hours, the Interstate 505 freeway off- and on-ramps to the business park are clogged with traffic, Friedman said. If the problems continue unabated, Lucky's would consider relocating, he added.

Still, funding remains scarce. The county receives about \$24 million a year in transportation funds from state and federal gas taxes, Bay Area bridge tolls and one-quarter cent of the local sales tax, said Suisun City Mayor Jim Spering, who chairs the Metropolitan Transportation Commission.

But projected transit needs will create a shortfall of \$700 million — \$430 million in Solano County alone, Spering said.

"Traditional funding sources are not keeping pace," Spering said. "This is not pie in the sky (projections)."

That Solano County has begun crumbling some of its roads to gravel in lieu of costlier maintenance is "the first sign of trouble" in "other self-help counties," Spering said. No matter what your political party, "the one thing we agree on is we have to maintain existing roads."

The words "self-help" were the closest anyone came to mentioning a possible local transit tax to pay for these projects. But Spering and Tuttle said coalition leaders would suggest a tax along with other financing ideas at the public forums.

"It's a call to action," Tuttle said of the plan. "We either do it today or it doesn't get done."

Traffic plan unveiled at SED Corp. meeting

In brief Draft plan hopes to avoid future congestion problems in Solano County.

By Mike Fitch
Staff Writer

Solano County may have to endure big-city traffic congestion within a few years if it doesn't tackle its transportation problems soon.

That was a recurring theme when more than 300 people gathered at The Reporter on Friday for the annual meeting of the Solano Economic Development Corp.

During the meeting, Steve Spencer of Gateway Realty was installed as SED Corp.'s chairman for 1998. He replaced Walter Sunderman of Continental Pacific Bank, who had served as chairman the last two years.

Spencer told the gathering that helping strengthen local public education and the county's transportation facilities will be SED Corp.'s priorities this year.

During the meeting, SED Corp.'s Transportation Action Team unveiled a draft plan for tackling the transportation problems. The plan was developed in collaboration with the Solano Transportation Authority.

"Today, the cities and county of Solano have a competitive advantage over the rest of the Bay Area and the state in terms of our quality of living, our basic infrastructure of interstate roads and utilities, and the amount of our land which is suitable for economic development," says an introduction to the draft plan.

"However, our future will be threatened if we do not address the issue of traffic congestion now."

The introduction says interstate 80 will reach capacity in the next 10 years



Keynote speaker Sunne Wright McPeak addresses the crowd at the annual SED Corp. meeting in Vacaville on Friday.

Greg Trott/The Reporter

even if Solano County doesn't grow because of traffic from the rest of the Bay Area and Sacramento.

It also predicts that maintenance costs and projects needed to relieve the county's most congested bottlenecks will outstrip available funding by more than \$700 million over the next 20 years.

The introduction calls for creating a broad-based county-wide team to help refine the plan and solicit input on it.

"All private, public and civic leaders must unite in a common effort to identify and deliver transportation improvements that will ensure economic competitiveness and prosperity. Inaction is not acceptable," it concludes.

Sunne Wright McPeak, president of the Bay Area Council, gave the keynote address, saying Solano County can solve transportation and other problems if public officials, business executives and other civic leaders work together.

"It takes just people rolling up their sleeves and doing the hard work," she told the audience.

She emphasized Solano County's economic future is bright because it's part of one of the world's best educated, economically dynamic region, but added

that its growth could be inhibited if the transportation problems aren't handled.

The Transportation Action Team's draft report lists a host of projects that it believes will be needed in the years to come.

It says local funds are needed to help finance such projects as installing median barriers on Highway 12, connecting Solano County to BART via the Capitol Corridor line, providing more park-and-ride lots, expanding ferry service from Benicia and Vallejo, establishing county-wide bicycle routes and improving key freeway interchanges. Included on the list of interchanges that need improvements is the intersection of Vaca Valley Parkway and Interstate 505 in Vacaville.

The report also emphasizes that already-funded projects need to be completed on schedule. That list includes the new Benicia-Martinez bridge, the Carquinez replacement bridge, widening of Highway 37 in Vallejo, and rail station improvements in Dixon and Fairfield-Suisun.

The draft transportation also calls for completing initial segments of an alternative route between Vacaville and Fairfield-Suisun aimed at taking traffic off of Interstate 80.

County scrambles for freeway funds

By **SHERYL A. TANKERSLEY**
Times-Herald staff writer

1-24-98

VACAVILLE — Threatened by the growth of neighboring counties, Solano County commuters and commerce will be stuck in freeway congestion without local transportation funds.

That was the message delivered to about 400 business, government and community leaders on Friday during the Solano Economic Development Corp.'s annual luncheon. Seated at linen-covered tables inside the Vacaville Reporter's production warehouse, they were called on to help identify transportation needs and to push for local, state and federal funding.

"If you show me any successful program, I will show you a partnership between business, government and environmental leaders. That is not happening in Solano County," said Suisun Mayor Jim Spering, who is also president of the Metropolitan Transportation Commission. "We need to galvanize both business and government to work together to develop solutions."

Spering later said he supports a county-wide sales tax to help fund transportation, and it may be on the ballot in the November election. Five other counties — Santa Clara, San Mateo, San Francisco, Alameda and Contra Costa — have a 1/2 or 1/4 -cent sales tax that helps fund transportation in those counties.

Solano County has a difficult time competing with those counties for state and federal funding, he said, because lawmakers are often willing to provide communities with matching funds, but are reluctant to pay the full price for a project.

"Business owners want a return on their investment," said Sunne Wright McPeak, president of the Bay Area Council.

(See **TRANSPORTATION**, A2)

Transportation

(From A1)

"By and large, those involved say, I will pay my fair share, but I want a return on my dividends."

SEDCorp. unveiled its draft-transportation plan, then called on its members to join the Community Action Team which will revise the plan, hold public hearings for input and present a final plan for approval to the Solano Transportation Authority in April. According to the report, 70 percent of transportation funds in the Bay Area are generated with local funds. Solano County has a 1/4-cent sales tax dedicated to transit. Other sources of funding are the state and federal gas tax and a portion of the bridge tolls go to Solano's transportation budget. But according to the report, \$24 million a year is not enough.

The draft report outlined the problems:

■ Bay Area traffic congestion costs \$3.5 billion a year in lost productivity and wasted resources, according to a survey by the Bay Area Council.

■ Interstate-80 is projected to reach capacity by 2007, even if Solano County's population remained stagnant.

■ With proper infrastructure in place, Solano could generate 66,000 more jobs, an increase of 43 percent, by the year 2010, according to the Association of Bay Area Governments. By then, the total vehicle miles traveled is expected to increase by 49 percent.

■ If Solano County's transportation budget remains the same over the next 20 years, the cost to finance basic maintenance would leave the county with a \$430 million shortfall, according to the Metropolitan Transportation Commission.

Reporter

(12.9.97)

Solano's nightmare

Traffic 2010 is not a very pretty picture

Transit officials are trying to make it as clear as possible: Traffic throughout Solano County is only going to get worse, and the only way to prevent Bay Area gridlock from engulfing us is if we alone act.

Is anyone listening?

The greatest risk is not to motorists who might have to spend more than 20 minutes to get from Vacaville to Fairfield, or 15 minutes from Vacaville to Dixon. More importantly, the county's economy is imperiled.

Business leaders gathered last week to hear the prognosis for gridlock within 13 years. By 2010, if nothing is done, the trip from Fairfield to Vacaville could be an hour of grief.

While Solano County is projected to see a 43 percent increase in jobs by then, it most likely will experience a 49 percent rise in cars and trucks traveling its major transit arteries. Traffic jams could very likely choke any economic development. In fact, it not only could deter new jobs and businesses from coming here, it could chase away current ones.

Industry representatives, including some from Genentech, General Mills and the Benicia Industrial Park As-

sociation, comprise the Solano Economic Development Corp.'s Transportation Action Team. SED Corp.'s committee is putting the final touches on a draft transportation plan due out in late January.

Transportation experts do not see the state and federal governments coming to our rescue. Finding, or creating, funds to not only to maintain our existing transit system, but to add to it will be essential. There are plans on the drawing board today to improve

roads and transit programs in the next two decades. Without adding to them, or adjusting them, Solano County is \$731 million short

The first step is giving SED Corp.'s plan close scrutiny and comparing it to the goals conceived by Solano Transit Authority, the local government agency that addresses the issue. Before there is any proposal to increase taxes or find funding alternatives, there must be consensus on how to attack the problem.

That will certainly be a significant challenge, given the lack of agreement on the role highways, high-speed rail, BART, buses and carpooling will play in the future.

By 2010, if nothing is done, the trip from Fairfield to Vacaville could be an hour of grief.

Bridging counties' bottleneck

Contra Costa Times, Sunday January 11, 1998

Critics charge another toll plaza would increase Contra Costa-Solano county traffic congestion

By Robert Oakes
TIMES STAFF WRITER

MARTINEZ — A second Benicia bridge is supposed to ease congestion on the freeway bottleneck between Contra Costa and Solano counties, but some worry a new toll plaza could just make things worse.

During the evening commute on the current bridge, northbound backups start at the Benicia toll plaza. Hundreds of idling cars plod through bumper-to-bumper congestion. Traffic sometimes jams Interstate 680 for miles into Central Contra Costa.

So then, critics wonder, how far will it back up on the busy freeway when the 17-booth toll plaza debuts in Martinez? Will the lines of cars go all the way to Walnut Creek?

"It's not going to get any better because Solano County is going to grow," said Contra Costa County Assessor Gus Kramer. "Why are we carrying the burden for Solano County's traffic? Ultimately it will impact our property values and quality of life."

Caltrans this spring hopes to start preliminary construction for the southern approach of the second bridge, designed for an area east of the original highway span and a parallel railroad bridge. Construction could finish in mid-2001, weather



SPECIAL TO THE TIMES

A DIGITAL image shows how a second Benicia bridge will look.

permitting.

Caltrans downplayed worries about more backups. Drivers who purchase electronic transponders will be able to go through specially equipped booths without stopping. Also, the new toll plaza will be much larger than the current nine-booth plaza.

Toll plaza must move

"The queue won't be what it is now," said Steve Cobb, California Department of Transportation spokesman.

State officials say the plaza has to move because a steep hill on the

Benicia side isn't big enough for a 17-lane configuration, according to Caltrans. Crews will slice off the top of a smaller hill between the new bridge and an acid-recycling plant to provide enough level space for it.

Southbound toll collection was ruled out years ago.

Caltrans prefers stopping traffic at a toll plaza before a bridge, so vehicles can be detoured in case of accidents, fires or hazardous material spills. The current toll plaza leaves motorists stranded on the bridge in emergencies.

See BOTTLENECK, Page A25

SECOND BENICIA BRIDGE

Cost: \$315 million, including new freeway approaches and rebuilt Interstate 680-780 junction in Benicia.

Lanes: Five northbound. Southbound traffic will shift to old bridge.

Schedule: Grading on Martinez end could start in the spring. Construction is to be done in mid-2001, weather permitting.

Location: East of current bridge and east of parallel Union Pacific Railroad bridge.

Toll plaza: Moves from Benicia to Martinez, still for northbound traffic. Will have 17 toll booths and electronic toll collection.

Structure type: Lightweight concrete segmental bridge.

Earthquake safety: Built to withstand magnitude 6.7 quake, maximum threat predicted from the Green Valley fault about two miles east.

Bike path: 12 feet wide and 11,100 feet long across old bridge, from Park and Oak roads in Benicia to Marina Vista Road in Martinez.

Page 1 of 2

Page 2 of 2

Bottleneck

CC Times Sunday Jan. 14, 1998
FROM PAGE A21

The older bridge will convert to three southbound lanes plus an auxiliary lane for trucks and other slow-moving traffic. A bike path will also be added. Northbound traffic will move onto the new five-lane structure.

Motorists are desperate for relief on the original Benicia span. It was built in 1962 and widened from two to three lanes in each direction in 1991. Traffic overwhelms all lanes, especially when East Bay residents head for the Sierra or Lake Tahoe-Reno and clog the bridge along with commuters.

"Hopefully the second bridge will resolve the common complaint we hear from people who live in Solano County and commute to Contra Costa County and hit that backup every evening," said Marty Tuttle, executive director of the Solano Transportation Authority.

"Everybody likes to point to somebody in another jurisdiction as part of the problem," Tuttle said. "That's a regional corridor, and county lines don't matter. I don't think anyone would want to affect the construction schedule by revisiting this issue."

Plenty more traffic will head for the two Benicia bridges in coming years. It already has grown at a faster rate than on any other regional toll bridge, according to a Times computer analysis of Caltrans data.

Traffic volume increased

Traffic flows increased almost nine times, from 9,600 vehicles per day in 1965 to the current level of about 90,000 daily.

The second-largest growth rate occurred on the San Mateo bridge, which increased from 14,400 vehicles daily to 63,000 in the same period.

Traffic on I-680 just south of the Benicia bridges will reach 162,100 vehicles each day by 2010, according to estimates prepared for a central Contra Costa transportation committee.

Drivers have waited long enough for the new bridge, funded by a \$1 toll voters approved in 1988 for all seven state-run Bay Area bridges. Funds will pay for new Carquinez, Benicia and San Mateo spans.

A \$1 toll surcharge that started Jan. 1 this year will fund a replacement eastern Bay Bridge and seismic-safety upgrades on other spans, including the 1962 Benicia structure.

The toll plaza dispute for the second bridge dates back to 1989, when Contra Costa County supervisors adopted a resolution against moving it to Martinez. But supervisors didn't object when Caltrans prepared environmental study documents in 1995.

Kramer still hopes to lobby Caltrans for a change, because county property values could suffer from worsened traffic.

"It's never too late until the concrete has been poured," he said.

As far as the state is concerned, however, the toll plaza move is a done deal.

Contra Costa and Solano county officials will just have to watch for any problems and try to resolve them after the span opens, said Supervisor Gayle Uilkema of Lafayette,

whose district includes the bridge area.

"I do have concerns," Uilkema said. "How we're going to address that, I don't know. It's something the counties will have to work on."

Contra Costa transportation officials in the mid-1990s insisted on concessions when Caltrans decided to move the toll plaza.

Future plans for bridge

The state agency agreed to build the new bridge strong enough so it can accommodate a rail line in the future, if area officials decide to extend rail transit into Solano County, said Robert McCleary, executive director of the Contra Costa Transportation Authority.

Car-pool lanes also could be added about the same time the second bridge opens.

Despite concern in Contra Costa County about Solano County-bound traffic congestion, the bridge has a two-way commute.

The number of Solano County residents commuting to jobs in Contra Costa will reach 26,500 in the year 2010, up 27 percent from 20,900 in 1990, according to the Metropolitan Transportation Commission in Oakland.

But reverse-direction commuting will boom as well.

Contra Costa County in 2010 will have 10,300 residents who commute to Solano, up 69 percent from 6,100 commuters in 1990.

"We hear a lot from employers in Solano County who have employees that live in Contra Costa County and have a backup every morning on the bridge," Tuttle said.

A second bridge will provide for easier flow of goods and services between the two counties, said Jim Jakel, executive director of the Contra Costa Council, a business-backed group.

"I think (Caltrans) really believes the toll arrangement will work — that it won't queue up on the bridge approaches," Jakel said.

Dixon to buy 1 acre

By Don Harness
Staff Writer

Reporter
11.30.98

A Park and Ride lot where Dixon commuters can leave their vehicles or catch a bus moved closer to reality Tuesday when the City Council approved the purchase of land for 91 parking spaces.

The council agreed to pay \$260,000 to buy an acre off Market Lane in west Dixon, off Pitt School Road.

It is in an area near restaurants popular with Interstate 80 travelers.

Construction of the lot could begin in a few months, said Janet Koster of the Dixon Public Works Department.

She said the lot will serve vanpools, commuter and area business overflow parking, and be a stop for CityLink bus service, complete with a weather shelter.

Dixon has \$576,076 in federal and state grants for the project. No city or local matching funds are involved.

"Yes, there will adequate funds to cover construction," Koster said in answer to a question from Councilwoman Mary Ann Courville.

The council approved dipping into the funds in 1997 to pay consultant Morton and Pitalo Co. \$35,000 to conduct surveys, soil investigation and site improvement planning. The company also will stand by to offer bidding and construction advice.

Another \$2,000 went to Garland and Associates for appraisals.

The property seller was named as the "I-80 Limited Partnership."

City Manager Warren Salmons was authorized to complete the acquisition.

The council voted 4-1, with Councilman Chris Manson dissenting.

More study ahead before Dixon sees underpass

By Don Hamesa
Staff Writer

Further study is needed for any future underpass below Dixon's downtown railroad tracks.

That was the decision this week by a special Dixon Downtown Advisory Committee, which was split in narrowing its choice for a location until City Manager Warren Salmoms stepped in.

Salmoms reminded committee members their assignment from the City Council was to either recommend or not endorse the two main downtown routes — West A and North First streets — for a potential \$8 million to \$10 million underpass below the tracks.

The committee immediately agreed to put on hold consideration of the other sites and recommended more detailed analysis of the West A and North First crossing sites.

Members had reviewed maps and drawings of those main downtown entryways, and potential sites at H Street on the city's east side and two track crossing choices south of town off Porter Road.

While past City Councils have considered the issue for years, the committee's scrutiny came as part of its planning for the second phase of revitalization of the aging downtown core.

However, some members were split whether any underpass should go directly to downtown or bypass it from an outlying street.

Some objected to a North First Street underpass, suggesting it would "overwhelm" the small downtown, but still agreed to further study.

Others also favored an underpass below the tracks at H Street.

It apparently will be up to the council to act on the committee recommendation, discard it, consider other sites or drop the project. The council may also decide to name another committee, said advisory committee Chairman Paul Irwin.

His 23-member group is scheduled to meet again Feb. 23 with design consultants to review street landscaping and sidewalk enhancements.

On the crossing issue, member Chris Johnson suggested a city traffic

study be completed prior to selecting a site for any crossing below or above the tracks. Irwin said that study was in progress.

Others called for moving Highway 113 from downtown to Pedrick Road, east of town.

But Dixon florist Jean Williams suggested only rerouting truck traffic since other motorists might patronize downtown businesses.

Gary Archer, a 30-year Dixon resident and downtown business property owner, suggested a subcommittee be formed to discuss moving Highway 113.

With the Flying J Travel Plaza planned for Pedrick Road, Archer suggested soliciting more help from politicians and Solano Transportation Authority Director Marty Tuttle

to reroute the highway to that area.

"Any (underpass) project should not destroy our small downtown," he said. Eventually, Archer voted to ask the council to study the downtown crossing issue further.

Committee member and former Councilman Herb Cross favored the North First Street approach. He stressed an underpass "needs to serve downtown."

He said it is important to look ahead, when Dixon's population is expected to triple and passing trains might number 70 or more a day.

As of 1995, Dixon had \$2.46 million in federal funds to pay for an underpass. A rough price tag for the project then was \$7.9 million, of which at least \$1.5 million would have to come from local coffers.

Proposal would expand intercity train service

■ At a glance

The Amtrak-operated Capitols now run four trips daily from San Jose to Sacramento-Roseville with a stop in Suisun City. Ridership runs to nearly 1,400 passengers per day.

By Charles Levin
DAILY REPUBLIC

(1.18.98)

FAIRFIELD — As Caltrans and local officials continue jousting over who will run the Capital Corridor trains, Gov. Pete Wilson has proposed spending \$5 million for a fifth and sixth round trip on the intercity rail service.

But the proposal comes with few guarantees. State lawmakers must approve it and then Wilson, who vetoed the same funding proposal last year, must sign it.

Train advocates and local officials, eager to promote intercity transit, cheered the news but remained wary.

"We're glad that (Wilson's) proposing it," said Michael Cline, executive director of Train Riders Association of California. "We're just hoping it makes it through the legislative process."

Wilson vetoed the money last year because track owners Union Pacific hadn't completed long-awaited improvements necessary for a more efficient operation, said Warren Weber,

program manager for Caltrans' rail department.

Weber hopes the two new trains will start running in October. But that depends on whether Union Pacific completes its work in time. If not, it's likely the \$5 million will be used elsewhere, Weber said.

Track work should be done by October, but signal improvements may take until 1999, said Larry Smith of Union

See Train, Back Page

Train From Page One

Pacific.

The rail company will evaluate its track work in March, Smith said.

"If El Nino and the weather doesn't interfere with us, we may be able to start (the two trains) a little earlier than the finishing of the signal work," Smith said.

Marty Tuttle of the Solano Transportation Authority remained cautiously optimistic. Tuttle is more concerned with negotiations to transfer management of the Capitols from Caltrans to BART and a regional joint powers board.

Lawmakers approved a bill in July 1996 with a Dec. 31, 1996, deadline for Caltrans to sign over management of the trains. But two more deadlines have come and gone since as the state, BART and Amtrak remain deadlocked over administrative costs and operating agreements.

Lawmakers approved the bill based on local control managing the train service

for less money.

Tuttle would like to push the rail service to 10 trains a day. STA is requesting grant money to build three new stations — Dixon, Benicia and Fairfield-Vacaville — and expand the Suisun City depot parking lot to meet that number of trips, he said.

Fairfield's City Council considers a funding plan on Tuesday to buy land for the local station, situated at Vanden Road and Peabody Road. The city has previously received \$900,000 in state funds for the project.

State Sen. Quentin Kopp, irked by the impasse in transfer negotiations, meets this week with BART President James Fang, Dean Dunphy, secretary of the state's Business, Housing and Transportation Agency, and an Amtrak official.

The San Francisco Independent, who chairs the Senate Transportation Committee, insisted that BART get the three-year

trial run to manage the train service.

Ken Bosanko, deputy secretary for rail with the state's Business, Transportation and Housing agency, was unavailable for comment. A BART official said the transfer could be accomplished within three months.

But he couldn't promise the light rail service, which has already spent \$500,000 on the transfer, would hang on much longer.

"We're committed to doing this, but how long can you string us along?" said David Kutrosky, planning and finance manager for BART's Capitol Corridors Joint Powers Board. "You can lead a horse to water, but you can't make it drink."

On the other hand, if the state presents a more cost-effective management plan than BART, the service would remain with Caltrans, Kopp said.

February 11, 1998
Agenda item 8.0



DATE: February 4, 1998
TO: STA Board
FROM: STA Staff
RE: Consent Agenda (Any consent agenda item can be pulled for discussion)

Recommendation:

Approve the following attached consent items:

- 8.1 Minutes of Meeting of January 14, 1998.
- 8.2 Draft Minutes of January 28, 1998 TAC meeting.
- 8.3 Executive Director's Contract.
- 8.4 1998 State Transportation Improvement Program (STIP) Resolution.
- 8.5 Applications for Yolo-Solano Air Quality Management District (YSAQMD)
Clean Air Funds.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
January 14, 1998

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

Before convening the meeting, Chairman Lessler introduced his alternate, Council Member Karin MacMillan from the City of Fairfield. Chairman Lessler called the meeting to order at 6:08 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Don Erickson Jerry Hayes Steve Lessler Marci Coglianesi Mike Segala Rischa Slade Dan Donahue Barbara Kondylis	City of Dixon City of Benicia City of Fairfield City of Rio Vista City of Suisun City (alternate) City of Vacaville City of Vallejo County of Solano
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MEMBERS ABSENT: None

ALSO PRESENT:	Alan Nadritch Don Reynolds Morrie Barr Kevin Daughton Karin MacMillian Ed Stewart Martin Tuttle Kim Kloeb Dan Christians Matt Todd Otto Bertolero Paul Hom Pamela Belchamber Gary Leach	City of Benicia Caltrans City of Fairfield City of Fairfield City of Fairfield MTC STA STA STA STA City of Suisun City City of Vacaville City of Vallejo City of Vallejo
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2.0 Approval of Agenda

The agenda was approved unanimously on a motion by Mayor Jerry Hayes, with a second by Member Mike Segala.

3.0 Selection of Chair and Vice-Chair for 1998

Member Mike Segala nominated Mayor Don Erickson for Chair and Member Rischa Slade as Vice-Chair. The motion was seconded by Mayor Jerry Hayes, and approved unanimously. Executive Director Martin Tuttle presented former chairman Steve Lessler with a fountain pen as a token of STA's appreciation for Member Lessler's work as chairman over the last two years.

3.0 Executive Director's Report

Martin Tuttle provided a brief summary of the Executive Director's Report, noting the following:

- SEDCORP will hold their annual meeting on January 23. The draft Solano Transportation Plan that was developed jointly with the STA will be presented at that meeting. The SEDCORP Transportation Action Team will review the plan on January 16.
- The California Transportation Commission was scheduled to adopt the final guidelines and fund estimate for the 1998 STIP at their January 14/15 meeting in Sacramento. As of the STA Board meeting, it was unclear if Caltrans would present its initial prioritization of projects to receive state discretionary funds at the meeting as scheduled. Tuttle noted that a related item was on the agenda.
- The SolanoLinks Intercity Transit Consortium meets on January 28 to review the current marketing and the proposed five year plan. To date, all but Rio Vista and Vallejo have approved the JPA modifications and MOU as requested by the STA.
- Progress on the Interagency Transfer Agreement (ITA) to transfer management of the Capitol Corridor rail service from the state to the Capitol Corridor Joint Powers Board (CCJPB) is still dragging. The STA continues development of the existing Capitol Corridor rail station at Suisun City and new stations serving Fairfield/Vacaville and Dixon. Tuttle also noted that the governor had proposed funding for a fifth and sixth round trip on the Capitol Corridor in his proposed budget.
- The proposed ground breaking ceremony for the Benicia-Martinez Bridge 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. It was confirmed that project manager Nino Cerruti would retire. His replacement has not been named. The STA/Contra Costa Transportation Authority is scheduled to meet on January 22 in Walnut Creek and will consider this issue.

4.0 Comments/Update from Staff, Caltrans, and MTC

Don Reynolds of Caltrans noted that long time Caltrans employee Ernie Satow had recently passed away while at work.

5.0 Opportunity for Public Comment

There was none.

6.0 CONSENT AGENDA

The consent agenda was unanimously approved on a motion by Member Steve Lessler, with a second by Mayor Jerry Hayes. The consent agenda included the following 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 Recognizing the Contribution of Harold Tavalero to Public Transportation in the City of Vallejo.**

END OF CONSENT AGENDA

8.1 Final Bid List for 1998 State Transportation Improvement Program (STIP)

Martin Tuttle noted that the currently estimated STIP 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. Tuttle also noted that to meet the schedule for development of the 1998 STIP, the STA must submit its final bid list to MTC by January 19, and the STA Board must approve a final bid list at their January 14 meeting.

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 transit projects submitted in response to an MTC call for transit projects -- buses for Vallejo Transit, a Long Range Vallejo Ferry Plan, and development of a rail station in Benicia. Tuttle recommended that the STA's commitment to the I-80 Reliever Route and Highway 37/29 interchange be maintained as first priorities.

Tuttle said that 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. Caltrans will not be ready to unveil its IIP recommendations to the CTC until February.

Tuttle recommended that the Board 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 below if adequate funding is not secured for the Highway 37/29 project.

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

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

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

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 project (\$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.

Tuttle noted that while the STA Technical Advisory Committee supported Option A as presented, it was not unanimous. TAC representatives from Vallejo and Benicia supported an alternative that also contained transit projects. After much discussion, the TAC agreed to support Option A as it was presented to the STA Board.

Option B would fully fund 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 eight new buses for Vallejo Transit's proposed commuter bus service to San Francisco.

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

Member Dan Donahue of Vallejo noted that Vallejo did support Option A, however, they would have preferred Option A also include funding for the Vallejo commuter bus purchase.

Member Barbara Kondylis asked several questions concerning the Highway 37/29 interchange project as currently proposed. Member Kondylis asked if the project as currently proposed was the same as had been approved as part of the White Slough Specific Area Plan. Gary Leach said that it was. Member Kondylis asked that be confirmed. Martin Tuttle said STA staff would research the matter and report back to her.

On a motion by Mayor Jerry Hayes with a second by Member Steve Lessler, the STA Board unanimously approved the staff recommendation.

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

Dan Christians noted that 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 Birrell as part of the I-80 Reliever Route study) to be placed along various existing bike routes.

Dan Christians also noted the City of Suisun City is 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.

Otto Bertolero, Public Works Director of Suisun City, said 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. The proposed location of the crosswalk is directly across from a senior citizens center, and this is a very good application for this type project. This project would also be a valuable demonstration of this technology for possible use in other Solano cities.

Dan Christians recommended the STA Board adopt a resolution supporting the Office of Traffic Safety applications of both the STA and Suisun City.

The staff recommendation was unanimously approved on a motion by Mayor Jerry Hayes with a second by Member Rischa Slade.

8.2 Adjourn

The meeting was adjourned at 6:50 p.m. by Chairman Don Erickson. The next meeting will be held on February 11, 1998.



**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes of the meeting of
January 28, 1998**

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority (STA) Technical Advisory Committee (TAC) was called to order at 1:40 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Saaïd Fakharzadeh	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Julian Carroll	Caltrans, District 4
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Robert Grandy	Grandy and Associates
	Michelle Morris-Brubaker	MTC
	Ed Stewart	MTC
	Will Kempton	Smith & Kempton
	Elizabeth Richards	Solano Commuter Information
	Paul Wiese	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Otto Bertolero	Suisun City
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Pam Belchamber	City of Vallejo

AGENDA ITEM 2. APPROVAL OF AGENDA

The agenda was unanimously approved on a motion by Morrie Barr, with a second by Gary Leach.

AGENDA ITEM 3. MINUTES OF MEETING OF JANUARY 28, 1998

Gary Leach requested that the minutes of the January 7 TAC meeting be revised to read "On a vote of 4 to 2 (Gian Aggarwal, Otto Bertolero, Morrie Barr and Paul Wiese voting for Option A1 and Pam Belchamber and Dan Schiada against voting for Option A2.)"

Note: Additions are ~~redlined~~ and deletions ~~stricken~~.

AGENDA ITEM 4. PUBLIC COMMENT

There was none.

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, MTC

Saaid Fakharzadeh said that Caltrans District 4 had submitted their nominations for the Interregional Improvements Program (IIP) and the list included two Solano projects. The IIP contains two major programs, one of which is funded by 10% of state transportation revenue and the other by 15% of state transportation revenue. The Highway 37/29 interchange project and the I-80/680 interchange project are included in the 10% funding program. Environmental studies of the Highway 12 project from I-80 to the Napa County Line and the I-80 widening project from Meridian Road to Pedrick Road were included in the 15% program. The ranking for 10% projects in District 4 is:

- #1. Alameda Interstate 80 HOV lane project
- #2. Marin Highway 101 reversible HOV lane project
- #3. The Solano I-80/680 interchange project
- #4. Napa Highway 29 at Trancas project
- #5. Solano Highway 37/29 interchange project

Saaid also noted the Interstate 680 at Sunol Grade project could be moved from the 15% list to the 10% list. If this project is moved, it will be ranked number 2 on the 10% list, displacing lower ranked projects on the 10% list.

Morrie Barr asked if Saaid knew the amount of 10% IIP funding available to District 4 and where the project funding "cut-off" line would fall. Saaid said that was not known at this time. Martin Tuttle noted that about \$640 million is available to the statewide 10% program. The funds are subject to the 60% south and 40% north split, based on its percentage of northern California's population, and about \$100 million could be available to the Bay Area.

AGENDA ITEM 6. INTERCITY TRANSIT CONSORTIUM UPDATE

Pam Belchamber, the Vice-Chair of the Consortium, updated the TAC on the Consortium meeting held earlier that morning. Pam Belchamber said that the Consortium had discussed funding shortfalls and capital needs at the morning meeting. The group also discussed productivity and the need to refine some services to provide more productivity, or redirect resources. The Consortium discussed the federal Section 3 earmark funding and three options for use of the funds are under consideration. The Consortium is looking at the use of clean fuel vehicles. There was also an update on the marketing program and on the Welfare-to-Work program.

AGENDA ITEM 7. UPDATE ON 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Martin Tuttle noted that the STA Board had approved a final STIP bid list based on Option A1 as outlined at the January 7 special TAC meeting. The STA Board also approved Option B as an

alternate if IIP funds are not programmed for the balance of funding needed for the Highway 37/29 interchange project - \$40 million in addition to the \$14 million proposed by the STA for Regional Choice funding.

Tuttle noted that the Metropolitan Transportation Commission (MTC) will hold a public hearing on the final bid lists for the STIP on February 13. MTC must submit the 1998 Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by March 2. The CTC must adopt a STIP by June 2.

AGENDA ITEM 8. UPDATE ON THE SOLANO TRANSPORTATION PLAN

Martin Tuttle noted that the Solano Transportation Plan is currently under joint development by a partnership between the STA and the Solano Economic Development Corporation (SEDCORP). The STA and SEDCORP have formed a Transportation Action Team to guide development of the plan. The draft plan was presented to SEDCORP at their annual meeting by Transportation Action Team members Gary Andrews and Jim Sperring and was very well received. The plan will be presented to the STA at their April 8 meeting after extensive public outreach meetings. Martin Tuttle provided copies of the schedule of the public meetings to the TAC. Tuttle introduced Will Kempton of Smith and Kempton, consultants for the plan.

Will Kempton noted that the plan showed the need for additional local transportation revenues in Solano County. He noted that public/private partnerships are needed to develop public support for additional local sources of transportation revenue such as the partnership formed in Santa Clara County to pass their local option sales tax.

Kempton noted that the projects proposed in the draft expenditure plan were partially based on the results of public opinion surveys conducted by SEDCORP. The surveys showed that transportation is not the first priority concern of Solano voters. The polls showed that many voters mistrusted government's ability to use revenues in the most efficient manner possible. Kempton said that a public/private partnership such as the Transportation Action Team would be needed to convince voters to support any local transportation revenue initiative. He said that voters must be convinced that transportation infrastructure is an important tool for economic development. Kempton introduced Bob Grandy of Grandy and Associates who developed a list of projects for the draft expenditure plan.

Grandy noted that the projects in the draft expenditure plan were divided into three categories. Group A consists of projects that are funded but not yet delivered. Group B consists of projects that can be funded with future state and federal funds that can reasonably be expected. Group C consists of projects that will only be funded if a local transportation revenue initiative is approved. Bob Grandy said that the plan assumed that a local transportation revenue initiative would generate \$150 million more than a nine year period. This would not totally fund all the projects in Group C, but would reduce the projected shortfall.

Kempton asked the TAC members to review the draft plan and make comments on all the projects shown in the plan, especially those within their own jurisdiction. Kempton requested that comments be provided via Tuttle. Kempton said that revisions to the plan would be presented to the Transportation Action Team on March 13, and that comments were needed as soon as possible.

AGENDA ITEM 9. UPDATE ON THE REGIONAL TRANSPORTATION PLAN (RTP)

Michelle Morris-Brubaker of the Metropolitan Transportation Commission (MTC) noted that a minor update to the RTP had been conducted in 1996. The last major update of the RTP was in 1994. Michelle said that the current major update was progressing quickly. Track 1 of the RTP will extend beyond the programming of the State Transportation Improvement Program STIP. Track 1 will be based on state and federal revenues reasonably expected to be received over the time line of the RTP. The level of funding under Track 1 may vary based on the funding level for the State Highway and Operation Protection Program (SHOPP).

Track 2 will include projects that can only be funded if additional sources of transportation revenue are approved. Track 2 will be an advocacy document to show the shortfall in transportation funding and the advantages of additional transportation revenue sources.

Martin Tuttle asked when this issue will come back to the TAC. Michelle Morris-Brubaker said that it could come back at the next TAC. The RTP is currently scheduled to be adopted by MTC in September.

AGENDA ITEM 10. 1998-99 TRANSPORTATION FUNDS FOR CLEAN AIR (TFCA) CALL FOR PROJECTS

Matt Todd noted that STA staff was distributing an application packet for the 1998-99 TFCA Program sponsored by the Bay Area Air Quality Management District (BAAQMD). Todd said that eligible applicants include various public agencies within the BAAQMD including the cities of Benicia, Vallejo, Fairfield, Suisun City, Solano County (BAAQMD portion only) and the school districts. The application deadline will be the next TAC meeting on February 25, 1998. Approximately \$320,000 is expected to be available to agencies in Solano along with any fund balance from previous years.

Todd said that since applications are expected from some school boards this year, it is proposed that the STA Executive Committee review and recommend the Solano TFCA projects. The Executive Committee will make a recommendation to the full STA Board.

Matt Todd noted the Yolo-Solano Air Quality Management District (YSAQMD) also funds Clean Air Fund (CAF) projects in the Yolo-Solano Air Basin in eastern Solano County. This air basin includes Dixon, Vacaville, Rio Vista, and unincorporated areas in eastern Solano County. The CAF revenue generated by vehicle registration in eastern Solano County (about \$150,000) is supplemented by AB 8 property tax in eastern Solano County (about \$100,000).

Applications to YSAQMD are due by March 6, 1998. Matt Todd requested that copies of all applications for YSAQMD CAF funds are forwarded to the STA for review and coordination. Todd said YSAQMD staff has indicated that STA support for a project may be advantageous.

AGENDA ITEM 11. 1998 TRAFFIC ENGINEERING TECHNICAL ASSISTANCE PROGRAM (TETAP) CALL FOR PROJECTS

Matt Todd noted that MTC has advised the STA that they will soon be accepting applications for their Traffic Engineering Technical Assistance Program (TETAP). The call for projects is anticipated to occur between mid-January and mid-February. This program provides jurisdictions with traffic engineering expertise.

Matt Todd said that in the past grants have typically been \$10,000 per project sponsor. Projects are awarded on technical merit and eligible projects include traffic operations, traffic planning, and safety.

AGENDA ITEM 12. ADJOURN

The meeting was adjourned at 2:45 (The next TAC meeting will be held February 25).

February 11, 1998
Agenda Item 8.3



DATE: February 4, 1998
TO: STA Board
FROM: Don Erickson, Chairman
RE: Executive Director's Contract

In the event of a satisfactory annual performance evaluation for Martin Tuttle, as scheduled for a closed session in Agenda Item 1.0, the Executive Committee proposes to extend Tuttle's current contract for one year, retroactive to February 1.

The Board executed a two-year contract with Tuttle when he became the STA's first full-time executive director on February 1, 1996. His initial salary of \$78,000 annually was increased 5% to \$81,900 after his first yearly performance evaluation.

At Tuttle's request, the contract extension is for one year and includes no salary adjustment. The Executive Committee supports the extension on the basis of the outstanding organizational strides made by the STA under Tuttle's leadership during the past two years.

Recommendation

Extend the Executive Director's current contract for one year.

**CONTRACT FOR SERVICES OF EXECUTIVE DIRECTOR
OF THE SOLANO TRANSPORTATION AUTHORITY**

This Agreement is made and entered into this ____ day of _____, 1998 between Martin Tuttle and the Solano Transportation Authority (STA), a joint powers agency consisting of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and the County of Solano.

WHEREAS, STA is in need of maintaining the services of a qualified individual for the position of Executive Director; and

WHEREAS, Martin Tuttle has performed outstanding services in the position since being appointed on February 1, 1996.

IT IS MUTUALLY AGREED, as follows:

1. SCOPE OF SERVICES

The STA hereby again engages Martin Tuttle as its Executive Director to perform the services set out in the attached position description.

2. COMPENSATION

Executive Director shall receive an annual salary of \$81,900 payable bi-monthly. As further compensation, STA shall pay the employee's share of contribution to the Public Employees' Retirement System and the STA's 401(a) program, in lieu of social security. Salary increases shall be made on the basis of performance and shall be decided by the STA Board after performance evaluations as set out in paragraph 4 below.

3. LEAVE

Sick leave shall accrue at the rate of one day per month and shall be credited against such ten days of advance sick leave until the entire ten days is earned. Said ten days of advance sick leave shall have no cash value. Vacation leave shall be accrued at the rate of 4.62 hours per bi-monthly pay period (15 days per year).

4. PERFORMANCE EVALUATION

Executive Director shall be evaluated on his performance by the STA Board on an annual basis. Said evaluation may include an award or denial of a salary increase and possible adjustment to benefit package, based on the results of said evaluation.

5. TERM

Martin Tuttle shall be reappointed as Executive Director effective on February 1, 1998, and this contract shall run for a period of one year therefrom. This contract shall be subject to renewal at the end of the one year term. Should either party intend to terminate said contract at the end of the one year term, said party shall give ninety days written notice of said intention.

6. EXPENSES

Executive Director shall be entitled to a monthly car allowance of \$350. Executive Director shall receive reimbursement for all actual and necessary business expenses incurred in the course of performing his duties as Executive Director provided said expenses are consistent with STA policies and budgetary restrictions regarding business expenses.

7. BENEFITS

The STA shall provide Martin Tuttle with medical insurance, life insurance, dental and vision care, and other benefits as provided by County of Solano to its appointed department heads as provided in Division III and Division X of the Solano County Personnel and Salary Resolution attached hereto.

8. BEST EFFORTS

Executive Director agrees that he will at all times faithfully, industriously, and to the best of his ability, experience, and talent perform all of the duties that may be required of or from him, pursuant to the express and implicit terms of this agreement and as directed by the STA Board.

9. ENTIRE AGREEMENT

This agreement embodies the whole agreement between the parties hereto and there are no inducements, promises, terms, conditions or obligations made or entered into by the STA or Executive Director other than those contained herein. The foregoing provisions are understood and agreed to by the undersigned.

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

SOLANO TRANSPORTATION AUTHORITY
a Joint Powers Agency

MARTIN TUTTLE

By _____
Don Erickson, Chairman

SOLANO TRANSPORTATION AUTHORITY

EXECUTIVE DIRECTOR

DEFINITION

Under general policy direction from the Solano Transportation Authority (STA) Board, plans, organizes and directs the STA work program.

EXAMPLES OF DUTIES

1. Develop an annual work program and budget for approval of the STA Board. Carry out the Board adopted work program and administer the adopted budget.
2. Prepare and administer the County's Congestion Management Plan and other countywide transportation plans.
3. Supervise and develop STA staff, making assignments, evaluating performance and establishing work duties and priorities.
4. Ensure appropriate control of STA expenditures through proper purchasing methods, efficient operation of programs, and monitoring of quality control and work production.
5. Provide liaison and coordination of activities with member agency staffs.
6. Represent the STA before other agencies such as Caltrans, MTC, the California Transportation Commission, the Bay Area CMA Association, and the Bay Area Partnership.
7. Analyze transportation related legislation and recommend positions to be taken by the STA Board.

8. Prepare agendas and provide staff support for the STA Board meetings and the meetings of its various committees and subcommittees.
9. Work with funding agencies to insure that the STA and its member agencies receive all available funding.
10. Perform other duties as directed by the STA Board.

MINIMUM QUALIFICATIONS

Possession of a Bachelor's degree from a recognized college or university with a major in transportation planning, urban or regional planning, civil or transportation engineering or a related discipline.

Five years experience in transportation planning or a related field. At least two of those years must be in a management position.

KNOWLEDGE AND ABILITIES

Knowledge of Federal, State, and Local transportation funding and programming.

Knowledge of the principles and practice of planning, organizing, managing, and budgeting.

Ability to select, train, motivate, and supervise a professional staff.

Ability to develop and administer a complex work program.

Ability to establish and maintain working relationships with public and private officials and administrators.

Ability to communicate clearly and concisely both verbally and in writing.

Ability to provide leadership and vision.

Ability to analyze situations, solve problems, and make decisions.

Knowledge of Federal, State, and Local laws and regulations relating to transportation and of the legislative process.

SUPPLEMENTAL INFORMATION

Incumbent must as a condition of employment comply with California Government Code Section 81000 et seq. relating to conflict of interest.

This position is exempt from civil service ordinances. The incumbent is hired and retained at the pleasure of the Solano Transportation Authority Board.

SALARY RANGE - \$71,148 TO \$86,484

director.des

February 11, 1998
Agenda Item 8.4



DATE: February 4, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Update on the 1998 State Transportation Improvement Program (STIP)

The STA Board approved the final bid list for its county share of the 1998 State Transportation Improvement Program (STIP) at the January 14 meeting.

Staff from the STA and City of Vallejo continue to work with Caltrans District 4, MTC, and California Transportation Commission (CTC) staff to develop a cooperative funding package for the Highway 37/29 interchange project. The level of funding from the Solano county share for the Highway 37/29 project is \$14 million. This Solano funding is contingent on Caltrans Interregional Improvements Program (IIP) funding for the balance of the project (\$40.1 million).

Should Caltrans not program the Highway 37/29 funding in the IIP, the STA will make the necessary revisions to the final bid list during the Regional Transportation Improvement Program (RTIP) comment period. Any revisions will be based on Option B, as approved by the STA Board in January. We will keep the STA Board apprised as the recommendations for the IIP are developed.

The STA final bid list also includes \$13.5 million for improvements on the I-80 Reliever Route. These improvements include the realignment of Vanden Road to Peabody Road, an extension of Walters Road to Cement Hill Road, and acquisition of right of way for the Leisure Town Road interchange. Also included in the bid list is Solano's share of Metropolitan Transportation System (MTS) projects.

MTC requires the STA Board to adopt the attached resolution in support of our final bid list. As required by MTC, the attached resolution refers to the project nominations' forms in Attachment A, and certifications contained in Attachment B, which are also attached.

Recommendation

Approve the attached resolution.

Attachments

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 98-**

**A RESOLUTION ADOPTING THE 1998 STATE TRANSPORTATION IMPROVEMENT
PROGRAM REQUEST FROM SOLANO COUNTY**

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

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

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the 1998 Regional Transportation Improvement Program; and

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

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

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the projects, purposes, schedule and budgets for which the STA is requesting that MTC program Regional Improvement Program funds for inclusion in the 1998 Regional Transportation Improvement Program; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, includes the certification by the STA of assurances required by SB 45, including the commitment to the project scope and schedule with the programmed state funds, in order to qualify the projects listed in Attachment A for programming by MTC;

NOW, THEREFORE BE IT RESOLVED, that the Solano Transportation Authority (STA) authorizes its Executive Director to execute and file an application with MTC to program Regional Improvement Program funds into the 1998 Regional Transportation Improvement Program, for the projects, purposes and amounts included in Attachment A of this resolution; and be it further

RESOLVED, that the STA approves the assurances set forth in Attachment A of this resolution; and be it further

RESOLVED, that the STA approves the assurances set forth in Attachment B of this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the STA application referenced herein.

Don Erickson, Chairman
Solano Transportation Authority

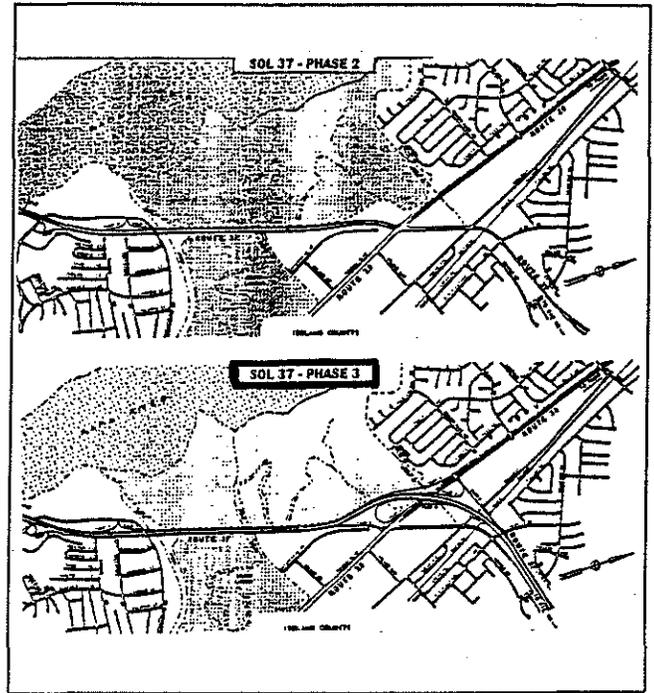
I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 11th day of February, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

**ATTACHMENT A
PROJECT NOMINATION SHEET
HIGHWAY 37/29 INTERCHANGE**



MAP 1: Location of project in region



MAP 2: Area Specific

Transportation Problem to be Addressed by the Proposed Project:

The existing at-grade intersection of Highway 37 and Highway 29 is a bottleneck on both routes

Project Description:

Expenditure Authorization # 04-0T1421

Route - Location - (Postmile):

At the intersection of Highway 37 and Highway 29 in Vallejo

Description of Project limits:

At the intersection of Highway 37 and Highway 29 in Vallejo

Description of Project Scope:

Construct a grade separated interchange at Highway 37 and Highway 29 in Vallejo

Description of Project Benefits:

This project would eliminate a bottleneck on both Highway 37 and Highway 29

Project Component Costs:

STIP (RIP) Funding (in millions of dollars)

Highway 37/29 interchange	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	TOTAL
Environmental	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Design Engineering	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right of Way (R/W)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
R/W, Caltrans support	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Construction	0.00	0.00	14.00	0.00	0.00	0.00	14.00
Construction, Caltrans support	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	0.00	0.00	14.00	0.00	0.00	0.00	14.00

Project Component Costs:

STIP (IIP) Funding (in millions of dollars)

Highway 37/29 interchange	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	TOTAL
Environmental	0.07	0.07	0.03	0.00	0.00	0.00	0.17
Design Engineering	1.70	1.70	1.60	0.03	0.00	0.00	5.03
Right of Way (R/W)	0.00	1.30	1.00	0.00	0.00	0.00	2.30
R/W, Caltrans support	0.18	0.18	0.18	0.13	0.00	0.00	0.67
Construction	0.00	0.00	27.80	0.00	0.00	0.00	27.80
Construction, Caltrans support	0.00	0.00	0.00	1.20	1.90	1.00	4.10
TOTAL	1.95	3.25	30.61	1.36	1.90	1.00	40.07

Project Schedule: Highway 37/29 interchange

Milestone	Fiscal Year	Quarter
Start Environmental Studies	COMPLETE	
Draft Environmental Document	COMPLETE	
Final Environmental Document	97-98	1
Begin Design Engineering	98-99	4
Plans, Specs, & Estimates	2000/001	2
Start R/W Acquisition	1998/99	1
R/W Certification	2000/001	2
Ready to Advertise	2000/001	1
Start Construction (award)	2001/002	2
Project Completion (open for use)	2003/004	3

Responsible Agency/Agencies:

Caltrans

Contact Person:

Saaid Fakharzadeh

Mailing Address:

Caltrans - District 4

Office of Design - North Counties

P.O. Box 23660

Oakland, CA 94623 - 0660

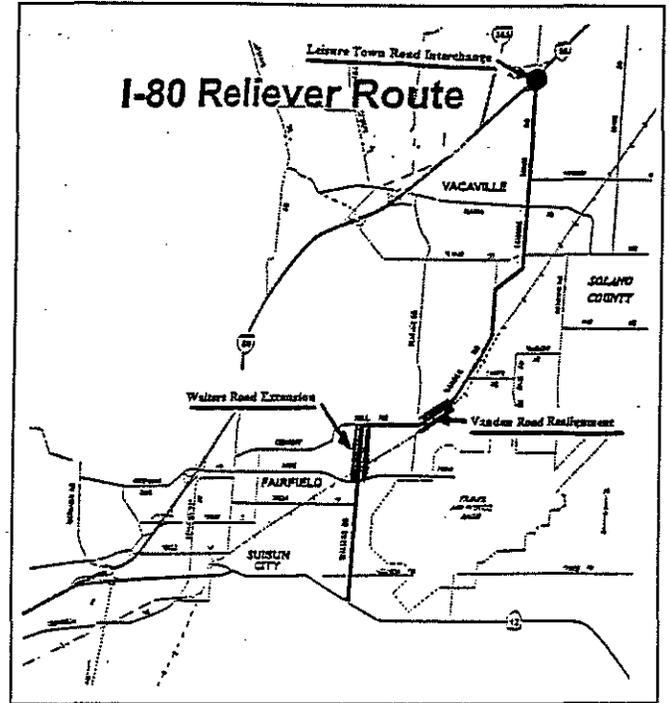
Phone Number:

(510) 286 - 6011

**ATTACHMENT A
PROJECT NOMINATION SHEET
I-80 RELIEVER ROUTE**



MAP 1: Location of project in region



MAP 2: Area Specific

Transportation Problem to be Addressed by the Proposed Project:

This project addresses congestion on I-80 by providing an attractive alternative to I-80 for local trips between Vacaville and Fairfield/Suisun City

Project Description:

Expenditure Authorization # to be assigned by Caltrans before RTIP submittal

Route - Location - (Postmile):

Parallels I-80 between PM 15.815 to PM 29.859 (from Highway 12 interchange to Leisure Town Road interchange)

Description of Project limits:

On the I-80 Reliever Route between Highway 12 and the Leisure Town Road interchange at I-80

Description of Project Scope:

1. Improvements to the Leisure Town Road interchange at I-80
2. An extension of Walters Road to Cement Hill Road
3. A realignment of Vanden Road to Peabody Road

Description of Project Benefits:

The elimination of local trips from I-80 will provide additional capacity for regional through traffic.

Project Component Costs:

STIP Funding (in millions of dollars)

I-80 Reliever Route (STIP)	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	TOTAL
Environmental	0.00	0.00	0.05	0.00	0.00	0.00	0.05
Design Engineering	0.17	0.00	0.00	0.41	0.00	0.00	0.58
Right of Way (R/W)	0.00	6.40	0.00	0.00	0.47	0.00	6.87
Construction	1.20	0.00	0.00	0.00	0.00	4.80	6.00
TOTAL	1.37	6.40	0.05	0.41	0.47	4.80	13.50

Other Project Funding (in millions of dollars)

Source: (For Leisure Town Road Interchange only) Vacaville Traffic Impact Fees

I-80 Reliever Route (Local)	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	TOTAL
Environmental	0.10	0.00	0.00	0.00	0.00	0.00	0.10
Design Engineering	0.30	1.00	0.00	0.00	0.00	0.00	1.30
Right of Way (R/W)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Construction	0.00	0.00	0.00	16.60	0.00	0.00	16.60
TOTAL	0.40	1.00	0.00	16.60	0.00	0.00	18.00

Project Schedule

Milestone	Leisure Town Road interchange		Vanden Road realignment		Walters Road extension	
	Fiscal Year	Quarter	Fiscal Year	Quarter	Fiscal Year	Quarter
Start Environmental Studies	COMPLETE		COMPLETE		2000/001	1
Draft Environmental Document	COMPLETE		COMPLETE		2000/001	3
Final Environmental Document	97/98	4	COMPLETE		2001/002	2
Begin Design Engineering	00/01	3	98/99		1 2001/002	3
Plans, Specs, & Estimates	01/02	3	98/99		3 2001/002	4
Start R/W Acquisition	98/99	3	COMPLETE		3 2002/003	1
R/W Certification	99/00	3	98/99		1 2002/003	4
Ready to Advertise	01/02	3	98/99		3 2003/004	1
Start Construction (award)	01/02	4	98/99		4 2003/004	2
Project Completion (open for use)	03/04	4	99/00		2 2003/004	4

Responsible Agency/Agencies:

Solano Transportation Authority

Contact Person:

Kim Kloeb, Principal Project Manager

Mailing Address:

333 Sunset Avenue

Suite 200

Suisun City, CA 94585

Phone Number: (707) 438-0653

**ATTACHMENT B
OTHER CERTIFICATIONS**

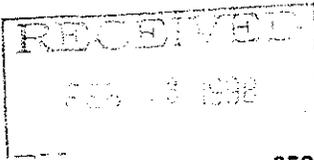
The Solano Transportation Authority (STA) also agrees to abide by all rules and regulation applying to the State Transportation Improvement Program (STIP), and to follow all requirements associated with the funds programmed to the STA in the STIP.

These include, but are not limited to:

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

The STA shall provide the Metropolitan Transportation Commission (MTC) with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the State Transportation Improvement Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project.

COUNCIL MEMBERS
DAVID A. FLEMING, Mayor
LEN AUGUSTINE, Vice Mayor
PAULINE CLANCY
ERNEST KIMME
RISCHA SLADE



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

February 2, 1998

Metropolitan Transportation Commission

Re: Opinion of Counsel

To Whom it May Concern:

It is the opinion of counsel to the Solano Transportation Authority ("STA") that the Solano Transportation Authority is an eligible sponsor of projects for the State Transportation Improvement Program. We believe the Solano Transportation Authority is authorized to perform the projects for which funds are requested. To the best of our knowledge, there is no legal impediment to the STA's authority to apply for funds, nor is there any pending or anticipated litigation which might adversely affect the projects or the STA's ability to carry out the projects.

Very truly yours,

Charles O. Lamoree
Solano Transportation Authority,
General Counsel

COL/mchs

cc: Martin Tuttle, STA Executive Director

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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PAGE 53



February 11, 1998
Agenda Item 8.5



DATE: February 4, 1998
TO: STA Board
FROM: Matt Todd
RE: Applications for Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Fund (CAF).

The Yolo-Solano Air Quality Management District (YSAQMD) has the Clean Air Fund (CAF) program in the Yolo-Solano Air Basin in eastern Solano County. This air basin includes Dixon, Vacaville, Rio Vista, and unincorporated areas in eastern Solano County. The CAF revenues are generated by vehicle registration in eastern Solano County (about \$150,000) and supplemented by AB 8 property tax in eastern Solano County (about \$100,000) and funds projects from four categories including Clean Fuels Infrastructure/Vehicles, Alternative Transportation Programs, Transit Services, and Public Education Information.

Applications to YSAQMD are due by March 6, 1998. The STA request that copies of all applications for YSAQMD CAF funds be forwarded to the STA for review and coordination. YSAQMD staff has indicated that STA support for a project may be advantageous (see attached letter).

Staff requests the STA Board authorize staff to submit the following three applications:

- Citylink Route 30 (funded through YSAQMD funds since 1991)
- BikeLinks map showing suggested bike routes throughout Solano and Yolo Counties
- Old Davis Road class 2 bike route improvements from Putah Creek to I-80, a component of the proposed Dixon-Davis Bike Route.

Staff will bring a resolution requesting support for these projects, as well as any additional projects from our member jurisdictions that are brought to our attention, to the March STA Board meeting.

Recommendation

Authorize staff to submit a CAF application for Citylink Route 30, Yolo-Solano BikeLinks Map, and Bike Route Improvements on Old Davis Road.

**YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Clean Air Funds Program for Fiscal Year 1998/99**

"INFORMATION SHEET"

Staff Contacts and Program Responsibility:

Jim Antone (530)757-3653	Alternative Transportation Program
Carol Case (530)757-3658	Application Procedures, Contract Requirements, Grant Processing and Tracking
Andy Nantz (530)757-3672	Clean Fuels Infrastructure/Vehicles
Carl Vandagriff (530)757-3668	Transit Services, and Public Education/Information

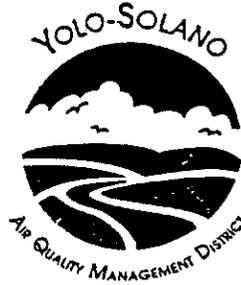
Important Dates:

Deadline for submittal of Clean Air Funds (CAF) application for FY 98/99
March 6, 1998 (Postmarks and facsimiles will not be accepted)
5 p.m

YSAQMD Board approves final projects
June 10, 1998

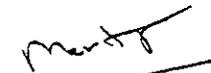
Important Procedures:

- ▶ Applicants must submit an application for each project. Duplicate as necessary. (application is located in the CAF Application Package).
- ▶ Submit twelve (12) copies of each application project. Applications must be three hole punched on left side. Please no staples or binders.



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

February 11, 1998
Agenda Item 9.1



DATE: February 4, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Request for Lobbyist to Secure Federal Earmark Funds

This past year, MTC was successful in securing a \$1.2 million Section 3 earmark for the STA to obtain intercity buses as part of our SolanoLinks Consortium efforts. This was in addition to other earmarks directly obtained by agencies throughout the county and Bay Area. Although the MTC Legislative Committee recommended that this joint process of both regional and individual agency requests for earmarks are continued for the next cycle of appropriations, MTC staff has decided to no longer sponsor a regional request and, therefore, individual agencies such as ours will have to pursue our own requests without their involvement or support (see attached MTC memo dated January 21).

In addition, further advocacy work also needs to be taken on behalf of our request for other earmarks, including the I-80 Reliever Route and Dixon Railroad Grade Separation projects, requested last year and currently pending in Congress.

Staff proposes setting aside \$22,500 of 1997-98 project development funds for this effort through June 30, 1998 (\$5,000 per month). An additional request from 1998-99 project development funds may also be made as part of priority projects requests for next year to fund the contract through the end of the federal fiscal year (September 30).

The proposed funds would be tapped from the current \$70,000 available in the Project Development/Miscellaneous line item of the budget. Although this proposal was not discussed at the January TAC meeting, staff has recently become concerned about the STA's earmark proposals in view of the short-term status of Representatives Fazio and Riggs in Congress. The proposed lobbyist would help reinforce the awareness and necessity of these funds to Solano's Congressional delegation.

Recommendation

Authorize the Executive Director to negotiate a contract for up to \$5,000 per month from 1997-98 unbudgeted project development funds to retain a lobbyist to help secure additional federal earmarks.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Partnership Legislative Committee

DATE: Jan. 21, 1998

FR: Executive Director

RE: Section 3 Bus Earmarks

At your last meeting on January 15, you discussed three options for dealing with the Section 3 bus program for the FY 1999 federal appropriations cycle and beyond:

1. Continue to fashion a regional Section 3 bus earmark request, and subtract any earmark obtained outside of the regional program from the Section 9 formula funds available to the applicable operator.
2. Continue to fashion a regional program that focuses on a particular need (i.e., ADA paratransit), and allow individual operators also to pursue their own earmarks outside this focus area.
3. Discontinue a regional program and simply allow the transit operators to seek their own earmarks without MTC involvement or support.

In light of the discussion at the meeting and our own evaluation of the best use of MTC's staff and advocacy resources with ISTEA reauthorization still on the table this year, we have decided to adopt Option #3 for the FY 1999 appropriations cycle. Accordingly, MTC will neither support nor oppose Section 3 bus requests by individual Bay Area transit operators for FY 1999.

We may wish to revisit this policy in future years, and the FY 1999 experience will give us a useful basis of comparison with prior years when MTC did fashion a regional bus earmark program. If you have any questions on this policy, please contact Steve Heminger at (510) 464-7810.


Lawrence D. Dahms

LDD/SH/lw/Sec3bus

February 11, 1998
Agenda Item 10.1



DATE: February 4, 1998
TO: STA Board
FROM: Dan Christians
RE: 1998-99 Criteria and Call for Projects for BAAQMD Transportation Funds for Clean Air

As Program Manager of this program, we have requested all interested applicants for TFCA funds to submit applications to the STA office no later than the next TAC meeting of **February 25, 1998 at 1:30 p.m.**

Based on estimates of new funds from the Bay Area Air Quality Management District (BAAQMD) and carryover funds from previous years, we have determined that approximately \$360,000 will be available for projects. Eligible projects consist of those that result in a reduction of motor vehicle emissions such as voluntary trip reduction programs or implementation of ridesharing programs; purchase or lease of clean fuel buses for school districts and transit operators; provision of local feeder bus or shuttle service to rail and ferry stations; implementation of local arterial traffic management systems; implementation of rail-bus integration and regional transit information systems; implementation of CNG and electric vehicle demonstration projects; and bicycle facilities that are included in our Countywide Bicycle Plan or Congestion Management Program.

BAAQMD remains very strict on only allowing those projects which have a net decrease in air emissions and they make the final determination on eligibility. They have encouraged us to work with sponsors on project delivery, increasing ridership, reducing vehicle miles traveled and using these funds for the purchase of clean air vehicles or other projects having less air emissions.

Applicants may include the cities of Benicia, Fairfield, Solano County (BAAQMD portion only) Suisun City, Vallejo, and any of the school's districts or school systems within the southern half of our county. Because we are anticipating a greater variety of projects and additional sponsors this year (including the possibility of school district projects for electric engine conversions, electric police bikes and bike route projects etc.), we have updated our criteria and propose that the STA Board's Executive Committee make the final recommendations to the full STA Board. We propose that an interview process be held this year by the committee with each of the project sponsors to score and recommend on each application. The criteria has recently been revised for Board review.

Recommendation

Approve the attached revised selection criteria and process for the 1998-99 TFCA Program.



1998-99 Solano TFCA Evaluation Criteria
Schedule, Screening, and Selection Process

● **General Screening Criteria**

Projects must be consistent with BAAQMD’s Clean Air Plan (CAP) and must be deliverable within 2 years of programming (i.e., within 2 years after initial program funds are received each year by the STA usually in December of the program year). When evaluating project deliverability, an agency’s ability to implement previous projects within the allotted time will be reviewed. Also, only projects that would have a net reduction in air emissions can be approved.

● **Proposed Schedule**

- 1998-99 Applications Submitted to STA (by TAC mtg.) 2/25/98
- Executive Committee Reviews Applications and Interviews Sponsors 3/11/98-4/03/98
- Project Recommendations Submitted to STA Board 4/08/99
- Application Deadline of BAAQMD 4/30/98

● **Eligible Project Types**

The following are eligible project types for TFCA funding:

- Voluntary trip reduction programs or implementation of ridesharing programs.
- Purchase or lease of clean fuel buses for school districts and transit operators.
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and “smart streets.”
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of CNG and electric vehicle demonstration projects.
- Clean air vehicles’ infrastructure projects for both electric recharging and natural gas facilities.
- Implementation of bicycle facility improvement projects that are included in the adopted Solano Countywide Bicycle Plan or the Solano Congestion Management Program.

● **General Evaluation Criteria**

1. Priority will be given to projects having regional or subregional benefit (e.g., projects benefiting two or more jurisdictions or transportation systems).

2. Priority will be given to projects which have the greatest benefit to the reduction of vehicle trips and net reductions of air quality emissions.
3. For sponsors requesting continued funding, all required monitoring reports and signed funding agreements shall have been received.
4. All trip reduction or implementation of ridesharing programs must have clearly defined services including such activities as carpool matching, vanpool program support, direct employer services and a monitoring program to accurately identify number of trips reduced each fiscal year.
5. All transit coordination and information programs must directly support and implement the recommendations of the 1995 Solano Intercity Transit Concept Plan and the 1997 Solano Intercity Transit Coordination Study.

● **Proposed Project Scoring and Selection Process**

The Executive Committee of the STA will evaluate each application and achieve a consensus recommendation for each project score. Then final recommendations will be made to the Board. Backup projects will also be allowed in case any recommended projects that are not approved by the BAAQMD

Throughout the project review process, the subcommittee will also consider each project's potential for competing in the discretionary regional (60%) funding process. The subcommittee may recommend that certain projects compete in the regional program.

As part of the application, each project sponsor is requested to answer each of the attached questions related to the following scoring categories:

1. Project Effectiveness (up to 60 points)

This criterion will help to evaluate projects based on the extent to which the project is effective in reducing vehicle trips, improving air quality and meeting other program goals. Project sponsors are asked to complete the attached worksheets that explain how the project will be implemented and the benefits that can be expected. Areas that need to be addressed include:

● **Trip Reduction/Implementation of Ridesharing**

- Projected total annual number of vehicle trips reduced (one-way)
- Average length of reduced trip (one-way)
- Explanation of how vehicle trips and trip length were determined
- Surveys showing prior mode of patrons (i.e., drive alone)

● **Shuttle Buses/Feeder Buses**

- Description of shuttle/feeder bus service: types of buses used, route, stops, schedule
- Projected one year operational data: average daily ridership, total annual boardings, miles of service

- Projected annual number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e., % drive alone)
- Projected percent of patrons making a vehicle trip to access transit
- Expected length of vehicle trips to access transit
- Explanation of how # of vehicle trips and trip length were determined

● **Clean Air Transit and School Vehicles and Clean Air Vehicle Demonstrations**

- Number to be purchased
- Type (CNG, electric, etc.)
- Passenger size
- Per vehicle cost of vehicles
- Incremental cost of the clean air vehicle(s) as compared to purchase price of a conventional vehicle
- Number and the age of vehicles to be scrapped or sold per BAAQMD policies
- Average annual mileage of vehicles being replaced

● **Bicycle Projects**

- Primarily for construction of paths, trails or bridges (Class I), and bicycle lanes (Class II).
- Should serve regional, subregional or multi-jurisdictional travel demand.
- Must reduce a sufficient amount of daily vehicle trips to comply with BAAQMD cost effectiveness standards for bike routes
- Must be included in the Solano Countywide Bicycle Plan or Congestion Management Program.

● **Arterial Management Projects**

- Location of Project
- Segment Length (miles)
- Time Period (describe expected time over which speeds will be increased)
- Traffic Volume (must be at least 20,000 ADT w/o project)
- Travel Speed w/o project
- Days/yr project would affect traffic
- Traffic volume w/Project
- Travel Speed w/Project

● **Rail-Bus Integration and Transit Information Systems**

- Detailed description of proposed rail-bus integration and/or transit information systems
- Proposed products and estimated one year cost estimate for each one such as follows:
 1. Production of intercity transit map and copies
 2. 1-800 transit information number and transit information and trip planning assistance
 3. Transit kiosks
 4. Transit incentives
 5. Ride-and-ride information and support facilities

6. Web site for transit information, ridesharing or trip planning
7. Promotional campaign to encourage ridership on rail or intercity transit systems
8. Annual ridership survey to determine the change in mode as result of any of the above efforts

- Describe total overall bus-rail system, one-way length of combined routes, average number of daily one-way trips for the entire system or systems.
- Projected one year operational data for the overall system (or systems):
- Average daily ridership
- Total average days per year of service
- Total average annual boardings
- Total average annual vehicle miles of service
- Projected daily number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e., % drive alone)
- Projected percent of patrons making vehicle trip to access shuttle/feeder bus or park 'n ride facilities
- Expected average length of vehicle trips to access rail, transit or park 'n ride facilities
- Explanation of how # of vehicle trips and trip length were determined

● **Clean Air Vehicles Infrastructure Projects**

- The maximum amount of funding is limited to the amount necessary to satisfy the recharging demand created by the demonstration project.
- After satisfying the project needs, the recharging facility must be accessible, to the extent feasible, to other public agencies, private fleets and the general public.
Average annual mileage of vehicles or engines being replaced.
- Funds may be used for both electric recharging and natural gas refueling infrastructure.

II. Regional or Corridor Benefit (30 points maximum)

- Does the project have regional benefit (i.e., benefits more than one jurisdiction, promotes regional transportation systems or supports a major transportation corridor)? Describe those benefits and the regional area or corridor benefiting.

III. Matching Funds (10 points maximum)

- Does the project, route or system have other matching funds or would it be 100% funded with TFCA funds? Preference will be given to projects which utilize other local, regional, state or federal, matching funds, which work with TFCA funds to leverage a larger project.

February 11, 1998
Agenda Item 11.1



DATE: February 4, 1998
TO: STA Board
FROM: Don Erickson, Chairman
RE: STA Goals for 1998

The Executive Committee recommends that the STA Board adopt clear project and organizational goals for this year. The goals underscore the emphasis on the already adopted "priority projects" for 1997/98 and the emerging partnership on the pending Transportation Plan with business groups.

Obtaining additional funds to finance priority projects must also be a clear objective. Highlighting the need to secure new funding should be a key component of the STA outreach efforts to local, state and federal officials, as well as to business and civic leaders.

The Executive Committee also seeks to place continued emphasis on transit coordination through the SolanoLinks Intercity Transit Consortium by charging the new organization to achieve tangible results of improved schedule and fare coordination, along with increased overall intercity ridership transit, in 1998.

Finally, we propose that the STA hold a "transportation awards" luncheon in the fall to recognize the achievements and commitments by STA partners efforts to enhance mobility in Solano during the year.

Recommendation

Adopt the attached list of STA goals for 1998.

STA GOALS - 1998

1. Advance STA Priority Projects (see attached)
2. Seek additional local, state and federal funds to assist priority projects and backfill current transportation funding shortfalls.
 - local - work with SEDCORP Transportation Action Team to explore feasibility of new local funds.
 - state - maximize STIP and SHOPP funding opportunities.
 - federal - secure federal earmarks for Board approved projects and Section 3 discretionary funds for intercity bus purchases.
3. Advance business/government partnership through the development of the Solano Transportation Plan with Solano Economic Development Corporation (SEDCORP) and outreach efforts with local Chambers of Commerce.
4. Achieve tangible results on transit coordination through the SolanoLinks Intercity Transit Consortium.
5. Hold a "Transportation Awards" luncheon in November or December to honor achievements of STA partners in promoting mobility in the county

**Solano Transportation Authority
Priority Projects
1997-98
(Not listed in any Order or Priority)**

- **Benicia-Martinez Bridge Project**
- **Carquinez Bridge Project**
- **Capitol Corridor**
- **Dixon Railroad Grade Separation**
- **Ferry Feasibility Study**
- **Highway 12 Improvements**
- **Highway 37 Widening Project**
- **I-505/I-80 Weave Correction**
- **I-80/680 Auxiliary Lanes**
- **I-80 Reliever Route**
- **Intercity Transit Plan**
- **Mare Island Access Study**
- **Solano Bike Route Plan**
- **Solano Transportation Plan**
- **Vacaville CNG Facility.**

February 11, 1998
Agenda item 11.2



DATE: February 4, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Update on the Solano Transportation Plan

The STA and the Solano Economic Development Corporation (SEDCORP) are working together to develop the Solano Transportation Plan. The plan will address transportation funding needs in Solano County during the next 10-20 years. SEDCORP unveiled a summary of the plan at their annual meeting on January 23 that was very well received. STA Board Member Jim Spering was a speaker at the meeting.

The schedule below of community forums to obtain input on the plan has been finalized:

February 6 - Community Action Team Workshop on Draft Plan - Holiday Inn Fairfield, 8-10 a.m.

February 18 - Vacaville/Dixon Community Forum - Vacaville Council Chambers, 7:30 p.m.

February 24 - Fairfield/Suisun/Rio Vista Community Forum - Fairfield Council Chambers, 7 p.m.

February 26 - Vallejo/Benicia Community Forum - Vallejo Council Chambers, 7 p.m.

March 13 - Community Action Team makes final recommendation - Holiday Inn Fairfield, 8-10 a.m.

After the extensive public outreach effort is completed and the Community Action Team makes its final recommendations, the plan will be presented to the STA Board for approval (April meeting).