



**Board Meeting
March 11, 1998
6:00 p.m.**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

MEETING NOTICE

March 11, 1998
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
6:00 pm

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

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

ITEM

1.0 Call to Order - Confirm Quorum

2.0 Approval of Agenda

3.0 Executive Director's Report

4.0 Comments/Update from Staff, Caltrans, and MTC

5.0 Opportunity for Public Comment

6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)

6.1 Minutes of Meeting of February 11, 1998. Page 7

6.2 Draft Minutes of February 25, 1998 TAC meeting. Page 13

6.3 Resolution Approving 5-Year Bicycle/Pedestrian Plan and Transportation Development Act Article 3 claims for 1998-99. (Dan Christians) Page 19

6.4 Letter to U.C. Davis Chancellor Requesting Participation in Old Davis Road Class 2 Bike Lane Project. (Dan Christians) Page 27

6.5 Resolution Authorizing an Application for Bicycle Lane Account Funds for Old Davis Road Class 2 Bike Lane. (Dan Christians) Page 29

6.6 Mid-year Budget Revision (Martin Tuttle) Page 31

7.0 ACTION ITEMS: NON-FINANCIAL

7.1 STA Goals for 1998. (Don Erickson) Page 35

7.2 Yolo/Solano Air Quality Management District Clean Air Fund (CAF) Applications. (Matt Todd and Dan Christians) Page 39

7.3 Resolution Supporting the STA's Pending ISTE A Earmark Requests. (Martin Tuttle) Page 49

8.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 8.1 Welfare to Work.** (Matt Todd) Page 59
- 8.2 Update on Solano Transportation Plan.** (Martin Tuttle) Page 71
- 8.3 Update on 1998 State Transportation Improvement Program (STIP).**
(Martin Tuttle) Page 95
- 8.4 MTC Development of New Federal Funding Distribution Process.**
(Martin Tuttle) Page 101
- 8.5 Board Members Comments.**
- 8.6 Adjourn.** (Next Meeting: April 8, 1998)



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

March 11, 1998
Agenda Item 3.0

MEMORANDUM

Area Code 707
422-6491 ♦ Fax 438-0656

DATE: March 3, 1998
TO: STA Board
FROM: Martin Tuttle *Mt*

Members:

Benicia

Dixon

Fairfield

Rio Vista

Solano County

Suisun City

Vacaville

Vallejo

Martin Tuttle
Executive Director

RE: EXECUTIVE DIRECTOR'S REPORT

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

***Budget:** Staff proposes minor revisions to the current year budget in agenda item 6.6 to reflect additional funds received by the STA and Board actions taken since the original budget was adopted.

***Solano Transportation Plan:** Questionnaire summaries and press accounts of the successful community forums in Vacaville, Fairfield and Vallejo on the proposed plan are included in agenda item 8.2. Special thanks to Board members Rischa Slade, Steve Lessler and Dan Donahue for hosting the events in their communities -- and to STA staff Matt Todd for the excellent plan presentations made at the forums and smaller meetings throughout the county. The plan should be ready for review by the Board at the April meeting.

***1998 State Transportation Improvement Program (STIP):** Chairman Erickson spoke in support of the STA's bid for state discretionary funds before a subcommittee of the California Transportation Commission (CTC) on February 18. Since then, our effort to fully fund the Highway 37/29 interchange and I-80/680 auxiliary lanes projects cleared another major hurdle when both proposals appeared on Caltrans final recommendation list to the CTC on March 2. The list also includes funds to complete environmental work for future I-80 expansion between Dixon and Vacaville. The CTC is scheduled to take testimony on the STIP proposals on April 1 in San Francisco. They must adopt the new STIP at their June 2/3 meeting (see related agenda item 8.3).

SolanoLinks: Consultants are continuing to complete products in preparation of the May marketing campaign. The four minute promotional video may be available for Board review at this month's meeting.

Federal lobbyist: As a result of the Board's authorization at last month's meeting, the STA has retained the lobbying firm of The Ferguson Group to assist us in securing additional federal funds. We will be primarily working with Tim Terry, principal with the firm and former aide to Congressman Fazio.

MTC's Capitol Hill Legislative Trip: Board member Jim Spring and I will be participating in MTC's annual trip to Washington, D.C. on March 8-10.

Executive Director's Report, page two

Upcoming events

March 13	Community Action Team meeting in Fairfield
March 18	Capitol Corridor Joint Powers Board in Suisun City
March 18	Mayor's Conference (plan presentation) in Suisun City
March 19	Good Morning Fairfield (plan presentation) in Fairfield
March 20	SEDCORP Transportation Action Team meeting in Fairfield
March 21	League of Women Voters (plan presentation) in Fairfield
March 25	Metropolitan Transportation Commission meeting in Oakland
March 25	SolanoLinks Intercity Transit Consortium in Suisun City
March 25	STA TAC meeting in Suisun City
March 31/April 1	California Transportation Commission in San Francisco
April 8	STA Board meeting in Suisun City

Attachment

Priority project status report

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
Federal Lobbyist STA	\$22,500	*	\$0	-Meetings scheduled for 3/10 with congressional delegation
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	*	*	*	-Vacaville pursuing interim project with local funds
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Proposed for 1998 STIP
I-80 Reliever Route Implementation Plan STA	*	*	*	-Seeking federal earmark, proposed for 1998 STIP funding -STA Board approved Final report on 5/97
Intercity Transit Plan ** STA	\$5,000	\$170,000	\$2,747	-2nd working paper presented to Consortium on 2/25 -Video and integrated schedule in production
Miscellaneous Project Development ***	\$47,500	*	*	-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	\$1,900	\$8,163	-Commenced work on bicycle map and completed funding apps. for EEMP, OTS and YSAQMD grants -Have requested sponsors for BikeLinks map
Solano Transportation Plan STA	\$30,000	\$25,000	\$25,000	-Public outreach and community forums scheduled during February and March
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$150,000	\$208,900	\$37,310	

* No funds allotted at this time

\$358,900

** Total cost of the Intercity Transit Plan Marketing and Planning services through January 31 is \$96,132

*** 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.

In February, Board approved \$22,500 for contract with a federal lobbyist

March 11, 1998
Agenda Item 6.0



DATE: March 3, 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:

- 6.1 Minutes of Meeting of February 11, 1998.
- 6.2 Draft Minutes of February 25, 1998 TAC meeting.
- 6.3 Resolution Approving the 5-Year Bicycle/Pedestrian Plan and Transportation Development Act Article 3 claims for 1998-99.
- 6.4 Letter to U.C. Davis Chancellor Requesting Participation in Old Davis Road Class 2 Bike Lane Project.
- 6.5 Resolution Authorizing an Application for Bicycle Lane Account Funds for Old Davis Road Class 2 Bike Lane.
- 6.6 Mid-year Budget Revision



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
February 11, 1998

Minutes by: Kim Kloeb

1.0 Closed Session to Evaluate Executive Director Performance

The closed session convened at 6:00 pm, and adjourned at 6:40

2.0 Call to Order - Confirm Quorum

Chairman Erickson called the regular meeting to order at 6:40 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Don Erickson Jerry Hayes Steve Lessler Marci Coglianese Mike Segala Rischa Slade Dan Donahue Barbara Kondylis	City of Dixon City of Benicia (alternate) 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 Morrie Barr David Murray Martin Tuttle Kim Kloeb Dan Christians Matt Todd	City of Benicia City of Fairfield MTC STA STA STA STA
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3.0 Approval of Agenda

Member Mike Segala moved that the agenda be amended to move item 8.3 to 9.2. The motion was seconded by Mayor Jerry Hayes and approved unanimously.

4.0 Recognition of Mayor Jerry Hayes

Chairman Don Erickson presented Mayor Jerry Hayes a plaque in recognition of his longstanding service to the STA. Mayor Hayes served on the Board of the STA since 1992, from May of 1994 to January of 1996 as chairman.

Mayor Hayes recently appointed Benicia Council member Steve Gizzi as their primary representative to the STA. Mayor Hayes will continue to serve as an alternate.

Mayor Hayes noted that the STA has developed into a true partnership of the cities as well as the county. Mayor Hayes thanked the STA Board for the plaque and said that he looked forward to continuing his relationship with the STA.

5.0 Executive Director's Report

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

- Martin Tuttle said that Caltrans nominated the Highway 37/29 interchange project for funding under the Interregional Improvement Program (IIP). Tuttle cautioned that the program as proposed by Caltrans is oversubscribed by 20%.
- Tuttle announced that Alan Nadritch had been named chairman of the Intercity Transit Consortium and that Pam Belchamber had been named as Vice-chair. The Consortium's marketing program will begin in May.
- Tuttle said that he and Board Member Jim Spering had met with representatives of the Business, Transportation and Housing Agency on the lack of 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). He said the meeting was very positive.
- Tuttle noted the Board Members' folders contained the required Conflict of Interest forms. The forms are due to the STA by April 1.
- Tuttle also noted the Board Members' folders contained a joint letter from the STA and the Solano County Transportation Department to the 1998 Solano County Grand Jury in response to their request for information on transportation issues. Board Member Jim Spering, Tuttle and John Gray of the County Transportation Department had appeared before the Grand Jury to address county transportation issues.

6.0 Comments/Update from Staff, Caltrans, and MTC

Dan Christians provided a brief report on a conference he had attended on the conversion of rail right of way to bicycle trails. Matt Todd noted that STA staff continued to work on the Welfare to Work issue, and David Murray of MTC said that he was available to answer questions on the development of the State Transportation Improvement Program (STIP).

7.0 Opportunity for Public Comment

There was none.

8.0 CONSENT AGENDA

The consent agenda, as amended under item 2.0, was unanimously approved on a motion by Member Barbara Kondylis, with a second by Member Rischa Slade. The amended consent agenda included the following items:

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

END OF CONSENT AGENDA

9.1 Request for Lobbyist to Secure Federal Earmark Funds

Martin Tuttle explained that this past year MTC was successful in securing a \$1.2 million in federal Section 3 funding earmark for the STA to secure 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. MTC staff has decided to no longer sponsor a regional request and individual agencies such as ours will have to pursue their own separate requests without MTC's support.

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

A preliminary budget of \$22,500 from 1997-98 project development funds would provide adequate resources to retain the services of a lobbyist in Washington through the end of the STA's fiscal year on June 30, 1998 (\$5,000 per month). An additional request from 1998-99 project development funds may also be made as part of priority project requests for next year to fund the contract though 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 advocate would help reinforce the necessity of these funds for Solano.

Martin Tuttle recommended the STA authorize the Executive Director to negotiate a contract for up to \$5,000 per month of 1997-98 unbudgeted project development funds to retain a lobbyist to help secure additional federal earmarks.

Tuttle's recommendation was unanimously approved on a motion by Member Steve Lessler, with a second by Member Mike Segala.

9.2 Executive Director Contract

Member Steve Lessler moved that the proposed one year extension of the Executive Director's contract be approved with an amendment to include a 3% cost of living adjustment. The motion was seconded by Mayor Jerry Hayes and passed unanimously.

10.1 1998-99 Criteria and Call for Projects for BAAQMD Transportation Funds for Clean Air

Dan Christians explained that the STA is the Program Manager for 40% of the funds collected in Solano County from a \$4 surcharge on vehicle registration, and 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.

Christians said that, 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. Christians noted BAAQMD remains very strict on only allowing those projects which have a net decrease in air pollution emissions and they make the final determination on eligibility.

Christians said that applicants may include the cities of Benicia, Fairfield, Solano County (BAAQMD portion only) Suisun City, Vallejo, and any of the schools districts or school systems within the southern half of our county. Christians said he is 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., and staff has updated our criteria and proposed that the STA Board's Executive Committee make the final recommendations to the full STA Board on project funding. He proposed that an interview process be held this year by the committee with each of the project sponsors to score each application.

Dan Christians recommended the STA Board approve the revised selection criteria and process for the 1998-99 TFCA Program. Member Barbara Kondylis moved that the staff recommendation be approved. The motion was seconded by Mayor Jerry Hayes and passed unanimously.

11.1 STA Goals/Objectives for 1998

Martin Tuttle noted that STA staff had presented the draft STA goals for 1998 to the Executive Committee prior to the STA Board meeting. Chairman Don Erickson said the goals emphasize obtaining funding for adopted priority projects, furthering the partnership with business on the Solano Transportation Plan, and transit coordination. An awards luncheon for area transportation leaders is also planned in the fall.

Chairman Erickson noted that the goals were for review and comment at the February STA Board meeting, and would be presented for adoption at the March meeting. Chairman Erickson encouraged STA Board Members to add goals as they feel necessary.

11.2 Solano Transportation Plan

The STA and the Solano Economic Development Corporation (SEDCORP) are working together to develop an update to 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.

The schedule of community forums to obtain input on the plan has been finalized and was reported in the STA newsletter. It is anticipated that the STA Board will review the plan at their meeting in April after public input has been received. The schedule for public outreach meetings was included in the agenda item.

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).

11.3 Board Members' Comments

Chairman Don Erickson asked for discussion on the time of the STA Board meetings. After discussion, the consensus was to keep the current time of 6:00 pm.

Member Mike Segala asked if Caltrans had responded to the STA request to study auxiliary lanes on I-80 in Fairfield. Martin Tuttle said that they have not. Morrie Barr said that the City of Fairfield will also request that Caltrans study the proposed auxiliary lanes. Member Steve Lessler indicated that a written request from the City of Fairfield would be provided to Caltrans soon.

Member Marci Coglianesse asked why Caltrans survey crews were working on Highway 12. Dan Christians said that he thought they were working on the extension of the passing lanes that are programmed in the State Highway Operations and Protection Program (SHOPP).

Mayor Jerry Hayes congratulated Martin Tuttle on his accomplishments during the first two years of service to the STA.

11.4 Adjourn

Chairman Don Erickson adjourned the meeting at 7:40. (Next meeting March 11, 1998 at 6:00 pm.)



**TECHNICAL ADVISORY COMMITTEE
Draft Minutes of the Meeting of
February 25, 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:	Alan Nadritch	City of Benicia
	Saaid Fakharzadeh	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Julian Carroll	Caltrans, District 4
	Janet Koster	City of Dixon
	Michelle Morris-Brubaker	MTC
	Ed Stewart	MTC
	Elizabeth Richards	Solano Commuter Information
	John Gray	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Matt Todd	STA
	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 Gary Leach with a second by Alan Nadritch.

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

The minutes were approved as written on a motion by Ed Huestis with a second by Janet Koster.

AGENDA ITEM 4. PUBLIC COMMENT

There was none.

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, MTC

Ace Forsen of Caltrans said that District 4 would begin work on the Highway 37 widening project in spring. The project is being transferred from District 10 on completion of the environmental documents.

AGENDA ITEM 6. INTERCITY TRANSIT CONSORTIUM UPDATE

Alan Nadritch, Chair of the Consortium, updated the TAC on the Consortium meeting held earlier that morning. Nadritch said that the Consortium had discussed a white paper on alternative fuels. The group also discussed the use of the \$1.2 million in Section 3 funds for intercity transit use secured by the STA, and the joint marketing program.

AGENDA ITEM 7. 5-YEAR BICYCLE/PEDESTRIAN PLAN (1998-2003) INCLUDING CLAIMS FOR 1998-99 TDA ARTICLE 3 CYCLE

Dan Christians said the STA Bicycle Advisory Committee (BAC) had approved a new 5-Year Bicycle/Pedestrian Plan for 1998-2003. Included in this revised plan are two new projects recommended for \$215,000 of TDA Article 3 funding for 1998-99. The City of Fairfield was programmed \$140,000 for the Ledgewood Creek bike route and the City of Vacaville was programmed \$75,000 for the Southside bike route. Both projects must now be approved by the STA Board and MTC Commission.

Christians noted that as been done in prior years, the new 5-Year Plan and the recommended TDA Claims for next year are also being submitted to the TAC for input and support prior to being submitted to the STA Board.

Christians recommended the TAC support the BAC's 5-Year Bicycle/Pedestrian Plan (1998-2003) including the recommended TDA Article 3 Claims for 1998-99. The recommendation was approved on a motion by John Gray with a second by Ed Huestis.

AGENDA ITEM 8. YOLO/SOLANO AIR QUALITY MANAGEMENT DISTRICT CLEAN AIR FUND (CAF) APPLICATIONS

Matt Todd noted the Yolo-Solano Air Quality Management District (YSAQMD) administers the Clean Air Fund (CAF) program in the Yolo-Solano air basin in the eastern part of Solano County including Dixon, Rio Vista Vacaville, and eastern parts of unincorporated Solano County.

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

STA staff is preparing applications for three projects;

\$90,000 for Citylink Route 30

\$10,000 for Bikelinks map showing suggested bike routes throughout Solano and Yolo Counties

\$20,000 for Old Davis Road Class 2 Bike Route Construction

The TAC reviewed the projects and on the suggestion of John Gray recommended that the Old Davis Road Class 2 bike route project be amended to request \$50,000.

The City of Vacaville also proposed four projects:

\$140,000 for Solano BART express bus service (Route 40)
\$20,000 for bicycle racks and lockers
\$5,000 for an electric vehicle for the city utilities division
\$5,000 for two electric vehicle public charging stations

Matt Todd recommended that the Vacaville and STA projects be included in a resolution of support to the YSAQMD to be brought before the Board on March 12. The recommendation, as amended by the revised amount requested for Old Davis Road bike route project, was approved on a motion by Gian Aggarwal and John Gray.

AGENDA ITEM 9. RESOLUTION SUPPORTING THE STA'S PENDING ISTEAM EARMARK REQUESTS

Martin Tuttle noted that last February, in anticipation of a new federal act to replace ISTEAM, the STA requested funding for earmark projects to be funded under the reauthorization act. The reauthorization of the federal transportation act is still pending, and so are the funding requests from the STA.

The City of Dixon requested funding of the downtown grade separation of the Union Pacific Railroad tracks from Congressman Fazio. Support for Phase I of the I-80 Reliever Route project was requested from Congressman Riggs.

The City of Benicia staff proposed a bicycle route from Columbus Parkway to State Park Road and the City of Vallejo staff proposed funding for a light rail system from the City of Napa to Vallejo from Congressman Miller. Congressman Miller rescinded these two requests in favor of a request for funding of the widening of Wilson Avenue from Hichborn Street to Highway 37 in Vallejo.

Tuttle also noted the STA did receive \$1.2 million in funding for intercity transit buses under the annual appropriation of federal Section 3 funding and that the STA will seek another \$2.7 million to support intercity transit services this year.

Tuttle recommended approval of a resolution reconfirming the requests for funding for the ISTEAM earmark requests and this year's request for federal Section 3 funding. The recommendation was approved on a motion by Gary Leach with a second by Janet Koster.

AGENDA ITEM 10. UPDATE ON 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Martin Tuttle said that Caltrans had proposed an Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (CTC). The proposed ITIP included \$40 million in funding for the Highway 37/29 interchange project, consistent with the final STIP bid list adopted by the STA.

The proposed ITIP also includes \$6.9 million in funding for the I-80/680 interchange auxiliary lane project, and \$3 million for an environmental document to support the widening of I-80 from Meridian Road to Pedrick Road from six-lanes to eight-lanes.

Tuttle noted the proposed ITIP is oversubscribed by 20%. Caltrans must submit an ITIP to the CTC reflecting only available funding by March 2.

AGENDA ITEM 11. MTC DEVELOPMENT OF NEW FEDERAL FUNDING DISTRIBUTION PROCESS

Ed Stewart said that MTC is currently developing a process for the distribution of funding from the pending federal transportation funding authorization act to replace the Intermodal Surface Transportation Efficiency Act (ISTEA) legislation. The process for programming federal funds will respond to "fill in gaps" created by the recent changes to the State Transportation Improvement Program (STIP) process. MTC refers to this as a Parallel Strategy for flexible federal funding that compliments the new STIP procedures.

Stewart noted that under MTC's current proposal, 25% of the federal funds would be programmed for regional discretionary reserve. Acting on a letter from Martin Tuttle, the MTC Partnership agreed to consider safety projects for the 25% regional funding. After the 25% for regional projects and the required Transportation Enhancement Activity funds are taken off the top, the remaining funds would be returned to counties on a basis yet to be determined. A 15% reserve would be withheld from the return to source funds for adjustments to county shares.

The priorities for the federal funds would recognize statutory requirements, system operations needs, and place an emphasis on maintaining the existing system.

The TAC also discussed the availability of Cycle 3 Surface Transportation Program (STP) funding for 1998-99 resurfacing projects. STA staff said they would provide a report on this issue at the next TAC.

AGENDA ITEM 12. UPDATE ON THE REGIONAL TRANSPORTATION PLAN (RTP)

Michelle Morris-Brubaker of MTC provided an update on the development of the RTP. This update of the RTP will emphasize a corridor approach to the regional planning process based on past MTC corridor planning studies, such as the I-80 Corridor Study.

Ms. Morris Brubaker provided a spreadsheet showing proposed funding sources for Track 1 investments. There was extensive discussion on the use of some funding sources, especially Congestion Mitigation and Air Quality (CMAQ) funding. On a suggestion by Gian Aggarwal, it was agreed to recommend that \$4 million in CMAQ funds be shown for use for bicycle projects. Further discussion on the use of the funding sources resulted in the suggestion from Martin Tuttle that the spreadsheet provide maximum flexibility so that it could be amended at a later date to reflect the ongoing Solano Transportation Plan and Intercity Transit Plan. Ms. Morris-Brubaker agreed to provide a revised spreadsheet at the next TAC based on that recommendation.

AGENDA ITEM 13. UPDATE ON THE SOLANO TRANSPORTATION PLAN

Martin Tuttle noted the STA and the Solano Economic Development Corporation (SEDCORP) have been working together to develop an update to the Solano Transportation Plan. The plan will address transportation funding needs in Solano County during the next 10-20 years.

The STA has held several public forums on the plan and on March 13 the Community Action Team will make its final recommendation. The meeting will be held at the Holiday Inn Fairfield from 8 to 10 am. After the Community Action Team makes its final recommendations, the plan will be presented to the STA Board for approval at the April meeting.

AGENDA ITEM 14. 1998-99 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) CALL FOR PROJECTS

Dan Christians noted that at the last TAC and Consortium meetings, applications were distributed requesting TFCA projects for 1998-99, and that the deadline for submittal of all applications was established for this TAC meeting.

Christians noted the STA Executive Committee has been designated to review, prioritize and make recommendations on projects and funding amounts to the full Board. Project sponsors will be invited to attend the next Executive Committee meeting on March 4 to make a brief presentation of their request and a time slot will be assigned for each one. The following projects were submitted:

Benicia Transit	Southampton Express	Shuttlebus
Solano Commuter Information	I-80 Mitigation Program	Ridesharing
Solano Commuter Information	Transit Information	Transit information
City of Fairfield	Electric Police Bikes	Bicycles
City of Suisun City	Electric Police Bikes	Bicycles
City of Suisun City	Highway 12 Bike Route	Bicycle Route
City of Vallejo	Solano Bikeway	Bicycle Route
STA	CityLink Route 30 contribution	CNG Shuttle Bus

Christians also noted that the amount of funds requested was very close to the amount available, and that all projects could probably be funded at some level based on the \$393,068 currently estimated to be available. The final recommendation on funding will be made at the April 8 STA Board meeting.

AGENDA ITEM 15. ADJOURN

The meeting was adjourned at 3:15 pm. (The next TAC meeting will be held March 25).



DATE: March 3, 1998
TO: STA Board
FROM: Dan Christians
RE: 5-year Bicycle/Pedestrian Plan (1998-2003) Including Claims for 1998-99 TDA Article 3 Cycle

On February 4, 1998, the Bicycle Advisory Committee (BAC) met and approved a new 5-Year Bicycle/Pedestrian Plan for 1998-2003 (see attachment). Included in this revised plan are two new projects recommended for \$215,000 of Transportation Development Act (TDA) Article 3 funding for 1998-99.

TDA funds are generated by one quarter cent of the 7.25 cent state retail sales tax. Article 3 of the act allows for 2% of TDA funds to be used exclusively for bicycle projects, at the discretion of the region. MTC exercises that option in the Bay Area, providing the funding exclusively for bicycle projects contained in an adopted five-year bicycle plan. The new Article 3 projects for 1998 are:

<u>Sponsor</u>	<u>Project Description</u>	<u>TDA Article 3</u>
Fairfield	Class 1 Bike Route along Ledgewood Creek from Nantucket to Rockville connecting to Linear Park	\$140,000
Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	\$ 75,000

Both projects must now be approved by the STA Board and MTC Commission. Also, the two project sponsors need to submit all required TDA claim forms and environmental documents to MTC by April 1.

In accordance with their bylaws, the BAC is appointed by the STA Board to review, prioritize and make recommendations on TDA Article 3 Bicycle/Pedestrian Plan Projects and participate in the development and review of comprehensive bicycle plans. The 5 Year Plan and the Countywide Bicycle Plan serve these purposes.

As has been done in prior years, the new 5-Year Plan and the recommended TDA Claims for next year were submitted to the TAC for their input and support prior to being submitted to the STA Board. The TAC recommended approval of the plan at their February 25 meeting. Attached is a resolution approving the plan and the 1998-99 claims.

Recommendation

Adopt the attached resolution approving the 5-Year Bicycle/Pedestrian Plan (1998-2003) including the recommended TDA Article 3 Claims for 1998-99.

RESOLUTION NO 98-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE PEDESTRIAN/BICYCLE PLAN FOR 1998-2003 AND
APPROVING THE FILING OF TDA ARTICLE 3 CLAIMS FOR 1998-99**

WHEREAS, the Transportation Development Act (TDA) Article 3 provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Solano for the use by eligible recipients for the purpose of providing bicycle and pedestrian projects; and

WHEREAS, the attached 5-Year Solano Bicycle/Pedestrian Plan (1998-2003) has been available for public review and recommended by the Solano Bicycle Advisory Committee (BAC) and the Technical Advisory Committee (TAC).

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority (STA) approves the attached prioritized 5-Year Bicycle/Pedestrian Plan for 1998-2003.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the STA authorizes the filing of TDA Article 3 Claims for 1998-99 for the amounts indicated in Attachment A.

Don Erickson, Chair
Solano Transportation Authority

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

Martin Tuttle, Executive Director
Solano Transportation Authority

ATTACHMENT A

Approved TDA Article 3 claims for 1998-99 as indicated below:

<u>Sponsor</u>	<u>Project Description</u>	<u>TDA Article 3</u>
Fairfield	Class 1 Bike Route along Ledgewood Creek from Nantucket to Rockville connecting to Linear Park	\$140,000
Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	\$ 75,000
TOTAL APPROVED CLAIMS		\$215,000

5-Year Solano Bicycle/Pedestrian Plan (1998-2003)

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Running Balance	
Year 1 (1998-99)					215,782	Per MTC's bid target estimate of Oct. 31, 1998
1. Fairfield	Class 1 Bike Route Along Ledgeewood Creek from Nantucket to Rockville connecting to Linear Park	\$160,000	\$160,000	\$140,000	\$75,782	Sponsor considering phasing project from Rockville to Springfield and possible use of alternative materials to the proposed concrete. Phasing plans and final material details to be submitted to BAC
2. Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	\$225,000	\$75,000	\$75,000	\$782	
SUBTOTAL		\$385,000	\$235,000	\$215,000	\$782	Any remaining balance to be carried over
					\$782	Estimated Carryover
Year 2 (1999-2000)					\$160,782	Includes est. of \$160,000 of new MTC funds
1. Dixon/ Co. of Solano	Engineering, acquisition, and construction of Class I and/or Class 2 bike route along Old Davis Road and or/Union Pacific ROW from proposed Transportation Center west of Union Pacific RR, and B Street in Dixon to I-80 in City of Davis	\$955,000	\$344,000	\$160,000	\$782	Scope has been updated based on new information compiled in 1996 PSR. Pursue additional funding sources (i.e. CMAQ, PVEA, TEA, BLA, Clean Air funds);
2. Co. of Solano	Replace bridge on Pleasants Valley Rd. at Pleasants Creek (Bridge No. 23C-95)	\$790,000	\$39,500	\$39,500	-\$38,718	If adequate funding sources are received for Dixon-Davis Bike Route, or funding allocated is not fully usable, or additional TDA Art. 3 funds made available, then this request could be fully funded to the extent funds are available.
SUBTOTAL		\$1,745,000	\$383,500		\$0	
Year 3 (2000-01)					\$160,000	Add \$160,000 estimate for new MTC funds
1. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-10)	\$1,220,000	\$61,000	\$61,000	\$99,000	Environmental clearance underway; Construction planned for summer, 2000
2. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$225,000	\$75,000	\$75,000	\$24,000	BAC requested submittal of final bike route design prior to approval of a TDA Art. 3 Claim for this project.
3. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-8)	\$1,010,000	\$50,500	\$50,500	-\$26,500	Environmental clearance underway; Construction planned for summer, 2000
4. Co. of Solano	Replace Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-77)	\$810,000	\$32,400			Environmental clearance underway; Construction planned for summer, 2000 Review any additional TDA Fund balance for this project.
SUBTOTAL		\$3,265,000	\$218,900		\$0	Assume that funds will zero out after actual bid target estimate is provided. Funding shortfall will be distributed by BAC prior to next year's claims.

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Page 1

5-Year Solano Bicycle/Pedestrian Plan (1998-2003)
(Cont.)

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Running Balance	
Year 4 (2001-02)					\$160,000	Add \$160,000 esti. for new MTC funds
1. City of Vallejo	Construct Class II and Class III bike route gap closures on Maritime Academy Dr., Sonoma Blvd. (Hwy 29) and Mare Island Way to connect the new Carquinez Bridge to the Vallejo Ferry Terminal.	\$10,000	\$10,000	\$10,000	\$150,000	
2. Suisun City	Class I Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	\$150,000	\$150,000	\$150,000	\$0	Applicant should also pursue other funding sources during next year; if successful that amount would be reduced from TDA recommendation.
SUBTOTAL		\$160,000	\$160,000	\$160,000	\$0	
Year 5 (2002-2003)					\$160,000	Add \$160,000 Estimate for new MTC funds
1. Benicia	Construct bike bridge from Columbus Parkway/ Rose Dr. across I-780 to Benicia	\$500,000	\$85,000	\$85,000	\$75,000	Applicant is applying for additional funding Requested to remain on 5-year plan and requested additional funds in 2003.
SUBTOTAL		\$500,000	\$85,000	\$85,000	\$75,000	Assume that any balance will be totally assigned to 2002-2003 projects

**Transportation Development Act Article 3 Bike/Ped. Program
Status Reports 1990-98**

Project Sponsor	Project	Total Cost	Requested TDA Funding by Applicants	TDA Art 3 Approved Claims	Project Status	MTC Encum. Deadline
Prior Approved Claims						
1990-91						
1. Fairfield	Pedestrian bridge over Airbase Parkway at Laurel	\$940,000	\$100,000	\$100,000	Completed	
1991-92						
1. Fairfield	Completion of Pedestrian bridge	\$940,000	\$100,000	\$100,000	Completed	
2. Dixon	Sign and delineate local Class 1, 2, and 3 paths	\$50,000	\$50,000	\$50,000	Completed	
3. Vallejo	a. Rehabilitate Class 1 trails from Hanns Park to Ascot Parkway and at Glen Cove School. b. Create Class 2 trail from Glen Cove Parkway and on South Regatta from Glen Cove Parkway to Weathersmark. c. Trail from Ascot Parkway and Georgia to Channing Circle and from Ascot Parkway to Blue Rock Springs Tra	\$145,000	\$100,000	\$100,000	Ascot Parkway Completed	
1993-94						
1. Dixon	Construct bike lane on N. 1st St. from S.P. RRX to Vaughn R. and on Vaughn from S.P. RRX to N. 1st St.	\$50,000	\$50,000	\$50,000	Completed fall 1997	
1994-95						
Vacaville	Class one bikeway along Alamo Creek from the west side of Peabody Road to railroad r-o-w	\$190,000	\$130,000	\$130,000	Completed	
1995-96						
Fairfield	Develop linear park bike path on Sacramento No RRX RW from Pennsylvania Ave. to Union	\$280,000	\$200,000	\$200,000	Completed October 1997	6/30/98
Vacaville	Southside Bikeway (Alamo Creek Bridge)	\$120,000	\$65,000	\$65,000	Design work underway; with construction planned for 1998	6/30/98
City of Vallejo	Blue Rock Springs Trail	\$140,000	\$80,000	\$80,000	Project design about to commence; Project proposed to be more of a multi-use trail	6/30/98
Co. of Solano	Old Davis Road Bridge at So. Fork Putah Creek to incorporate Class II shoulders and handrailing for bicyclists	\$1,203,600	\$60,180	\$60,180	Completed August, 1997	6/30/98
County of Solano	Construct Class 2 bike lanes and handrailing on Pleasants Valley Road at Pleasants Creek Bridge No. 23C-97)	\$800,000	\$40,000	\$40,000	Completed November, 1995	
Vallejo	Planning, verify r-o-w and Preliminary Design and Engineering for Class 1 I-80 Bike Route from Columbus Parkway to American Canyon Parkway	\$137,000	\$137,000	\$30,000	The design of this project will continue through early 1998; only about \$1,300 spent to date.	6/30/98
Vacaville	Construct a one quarter mile extension of Southsid Primary Bike Route from Alamo Creek Bridge to Marshall Rd.	\$90,000	\$90,000	\$45,000	Completed 1997	6/30/98

**Transportation Development Act Article 3 Bike/Ped. Program
Status Reports 1990-98 (cont.)**

Project Sponsor	Project	Total Cost	Requested TDA Funding by Applicants	TDA Art 3 Approved Claims	Project Status	MTC Encum. Deadline
Prior Approved Claims (Cont.)						
1990-97						
Benicia	Gap Closures - Class II 1. W. 7th - Chelsea to Military 2. Military - W. 5th to First	\$25,000	\$25,000	\$25,000	Out to Bid; Completion expected in 1998	6/30/99
Vacaville	Class I Bike Route from Alamo Creek Bridge to Alamo Drive	\$212,000	\$28,689	\$28,689	Project on schedule; expected completion in 1998	6/30/99
Rio Vista	Class 2 lanes along Poppy House Road (Road "B" eventually connecting to Church Street and downtown fishing access)	\$140,000	\$40,164	\$40,164	Project was revised in 1997 in conjunction with new industrial and residential developments	6/30/99
Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicylists (Bridge No. 23C-98)	\$1,008,000	\$50,400	\$50,400	Construction planned for summer, 1998	6/30/99
1997-98						
Vallejo	Complete detailed engineering, plans, specs., acquisition of easement and cost estimate for I-80 Class I Bike Route from Columbus Parkway to American Canyon Parkway	\$978,000	\$107,000	\$107,000	Project is under design; construction planned for summer, 1998	6/30/00
Co. of Solano	Reconstruct Intersection of Pleasants Valley Road and Foothill Drive (Br. Nos. 23C-84, 23C-93, 23C-94, and B1290-1.75)	\$1,894,000	\$67,406	\$67,406	Out to bid; Construction to be completed by summer 1998; Environmental clearance underway	6/30/00
Co. of Solano	Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-76)	\$447,000	\$10,254	\$10,254	Environmental clearance underway; Construction planned for summer, 1999	6/30/00
Benicia	Construct bike bridge from Columbus Parkway/ Rose Dr. across I-780 to Benicia	\$500,000	\$100,000	\$15,000	Applicant is applying for additional funding Requested to remain on 5-year plan and requested additional funds in new fifth year (2003).	6/30/00
TOTAL		\$9,789,600	\$1,531,093	\$1,379,093		



Date: March 3, 1998
To: STA Board
From: Dan Christians
Re: Letter to U.C. Davis Chancellor Larry N. Vanderhoef Requesting Financial Participation in the Dixon-Davis Bike Route

The STA has been actively working with the cities of Dixon and Davis, the County of Solano and the Yolo-Solano Air Quality Management District to construct the 7 mile long Dixon- Davis Bike Route. This route is planned to run south on Old Davis Road, cross Putah Creek and extend along or adjacent to the Union Pacific Railroad Right-of-Way to downtown Dixon.

The plans and specifications for Phase 1 of this project are already being prepared by the Solano County Transportation Department with our current \$20,000 Clean Air Fund grant. Although we are planning to apply for additional funds from the YSAQMD, Bike Lane Account and PVEA for this route, we are not sure how much we will actually receive toward this \$1.4 overall project cost. In the meantime, we are trying to fully fund the first 0.6 mile portion of this route which is all adjacent to U.C. Davis facilities during the next fiscal year, 1998-99. Therefore, since their students and employees will benefit the most, a financial contribution from U.C. Davis would seem to be a very appropriate request.

Recommendation

Approve the attached letter.

Attachments



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 438-0656

March 11, 1998

Members:

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

Chancellor Larry N. Vanderhoef
 Office of the Chancellor
 University of California, Davis
 One Shields Avenue
 Davis, CA 95616-8558



Re: Dixon to Davis Bike Route

Martin Tuttle
Executive Director

Dear Chancellor Vanderhoef:

For the past year, the Solano Transportation Authority has been actively working with the cities of Dixon and Davis, the County of Solano and the Yolo-Solano Air Quality Management District to construct the 7 mile long Dixon- Davis Bike Route. This route is planned to run south on Old Davis Road, cross Putah Creek and extend along or adjacent to the Union Pacific Railroad Right-of-Way to downtown Dixon.

The plans and specifications for Phase 1 of this project are already being prepared with \$20,000 of funding from the Air District for the first 0.6 mile portion of this route along Old Davis Road from I-80 to Putah Creek. The County of Solano has also pledged \$93,000 of gas tax funds for this first Phase which is estimated to cost a total of about \$300,000, or a shortfall of nearly \$200,000. Because of the significant benefit to UCD students and employees at the various research facilities along Old Davis Road, the STA requests the university's financial participation to help us with a portion of the shortfall.

In the next few weeks, we would like to have a meeting with you and representatives from the City of Davis, Solano County and the Yolo-Solano Air Quality Management District to further discuss this project. Please contact Martin Tuttle, Executive Director of the STA, at 707-422-6491 to arrange a mutually convenient meeting date.

Sincerely,

Don Erickson, Chairman

cc: Mayor Wolk, Davis
 Assemblymember Helen Thomson
 John Gray, Solano County Transportation Department
 Larry Greene, YSAQMD



Date: March 3, 1998
To: STA Board
From: Dan Christians
Re: Resolution Authorizing Application for Bicycle Lane Account Funds for Old Davis Road Class 2 Bike Route

The submittal deadline for the Caltrans Bicycle Lane Account (BLA) program is April 1, 1998. As a result of AB 1020, the funding will increase each year for the next 4 years. For 1998-99 there will be \$680,000 available or a maximum of \$170,000 per project.

One of the biggest requirements is to obtain approval from Caltrans of an acceptable bicycle transportation plan. It is our understanding that our recently prepared Countywide Bicycle Plan complies with the Caltrans requirements, and therefore, we may be in an advantageous position to obtain these funds, particularly for next year. After then, the program may become much more competitive as more jurisdictions submit adequate plans and the program receives more funding.

The Old Davis Road Class 2 Bike Route project has an approximately \$200,000 shortfall. Therefore, if we could obtain \$170,000 from BLA and about \$30,000-\$40,000 from the YSAQMD and/or U.C. Davis (see letter for item 6.4), this project could be built next fiscal year.

Since the application has not been prepared yet, it has not yet been submitted to the TAC. However, we plan to submit it to them for their input at their March 25 meeting.

Attached is a Resolution authorizing the preparation and submittal of this application.

Recommendation

Adopt the attached Resolution authorizing the submittal of an application to Caltrans for \$170,000 of Bicycle Lane Account funds for the Old Davis Road Class 2 Bike Route.

Attachments

RESOLUTION NO 98-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING THE SUBMITTAL OF AN APPLICATION TO CALTRANS FOR BICYCLE LANE ACCOUNT FUNDS FOR THE OLD DAVIS ROAD CLASS 2 BIKE ROUTE.

WHEREAS, the Caltrans Bicycle Lane Account (BLA) allows funding for certain types of bicycle lane projects that will primarily be for bicycle commuters such as the Class 2 Route being planned along Old Davis Road adjacent to U.C. Davis properties; and

WHEREAS, the Solano Bicycle Advisory Committee (BAC) has previously prepared and the STA Board approved the **Solano Countywide Bicycle Plan** to meet the BLA requirements for a bicycle transportation plan under Streets and Highway Code Section 891.2 (a-k) prepared and approved by the STA and the Caltrans Bicycle Facilities Unit; and

WHEREAS, said plan has had citizen and community involvement and remains one of the top bicycle priorities in Solano County; and

WHEREAS, this project complies with all BLA requirements and is consistent with all local and regional transportation plans, air quality and energy conservation plans that provide incentives for bicycle commuting; and

WHEREAS, sufficient local contributions in the form of existing grants from County of Solano (\$93,000) and the Yolo-Solano Air Quality Management District (\$20,000) are well in excess of the 10 per cent local match requirement; and

WHEREAS, the plans and specifications and environmental clearances will be completed prior to the end of the 1997-98 fiscal year in time for project construction during 1998-99.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority (STA) authorizes submittal of an application for \$170,000 of BLA funds for the Old Davis Road Bike Route.

Don Erickson, Chair
Solano Transportation Authority

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

Martin Tuttle, Executive Director
Solano Transportation Authority

March 11, 1998
Agenda Item 6.6



DATE: March 2, 1998
TO: STA Board
FROM: Martin Tuttle/Stacy Medley
RE: 1997/98 Amended Budget Requests

Staff is recommending minor mid-year revisions to the current year budget. The proposed revisions reflect additional funding received or Board actions taken since the original budget was adopted (Attachment A).

There are sufficient fund balances to fund the proposed revisions below and there is no direct impact on any member agencies.

- **Air Quality:** Decrease air quality revenue by \$1,220, this is due to a decrease of funds approved by the Bay Area Air Quality Management District (BAAQMD). Increase expense by \$50,551 using additional fund balance of \$62,866 to cover projects carried over from 1996-97.
- **Solano Paratransit:** Increase revenue and expense budget by \$92,003 for funds being received by BAAQMD to purchase two CNG buses.
- **Project Development:** Transfer \$1000 from Benicia/Martinez Bridge project and \$1000 from the Carquinez Bridge project, and apply the \$2,000 toward the Ferry Feasibility project as approved by the Board.
- **Grants:** Increase revenue and expense by \$591,000 to reflect the state TCI grant secured for the Fairfield/Suisun Rail Station improvements.
- **Operations:** Transfer \$3,000 from contingency to equipment for the purchase of a video projector for public outreach, including outreach for the proposed transportation plan.

Attached is the current 1997-98 budget and the proposed revised budget (Attachment B).

Recommendation

Approve the amended 1997-98 budget as shown on the revised version of the budget as outlined in Attachment B.

ATTACHMENT A

STA QUARTERLY FINANCIAL REPORT - FY 97 / 98								
DECEMBER 1997								
	A	B	C	D	E	F	A+B+C-E	A+B+D-F
	Fund/Equity balance at 06/30/97	Transfers between funds	Revenue		Expend / Expense		Fund Balance	
			Approved budget	Received thru 12/31/97	Approved budget	Used thru 12/31/97	Projected at 06/30/98	Actual at 12/31/97
OPERATIONS								
Gen Op	\$152,915	-\$103,366	\$240,356	\$247,400	\$240,356	\$61,968	\$49,549	\$234,981
TDA Plng & Admin	\$0	-	\$199,856	\$120,284	\$199,856	\$148,468	\$0	-\$28,184
PCC Plng & Admin	\$0	-	\$30,000	-	\$30,000	\$15,288	\$0	-\$15,288
CMP Plng & Admin	\$77,987	-	\$49,366	-\$35	\$49,366	\$11,338	\$77,987	\$66,614
OPERATIONS	\$230,902	-\$103,366	\$519,578	\$367,649	\$519,578	\$237,063	\$127,536	\$258,122
AVA				\$76,540				
Interest	-	-	-	\$3,354	-	-	-	-
Benicia	-	-	-	-	\$6,000	-	-	-
Dixon	-	-	-	-	\$2,000	-	-	-
Fairfield	-	-	-	-	\$50,000	-	-	-
Suisun City	-	-	-	-	\$43,500	-	-	-
Vacaville	-	-	-	-	\$43,500	-	-	-
Vallejo	-	-	-	-	\$80,000	-	-	-
Solano County	-	-	-	-	\$75,000	-	-	-
Administration	-	-	-	-	\$9,000	\$5,798	-	-
YTD BALANCE	\$58,527	\$0	\$285,000	\$79,894	\$309,000	\$5,798	\$34,527	\$132,623
PARATRANSIT				\$125,340				
Transit Services	-	-	-	-	\$254,500	-	-	-
Administration	-	-	-	-	\$10,500	\$5,654	-	-
Fares	-	-	-	-	\$4,000	-	-	-
Insurance	-	-	-	-	\$24,000	-	-	-
Interest	-	-	-	\$3,206	-	-	-	-
YTD BALANCE	\$0	\$4,000	\$289,000	\$128,546	\$293,000	\$5,654	\$0	\$126,891
CITYLINK								
Transit Services	-	-	-	-	\$170,000	\$57	-	-
Air Quality Citylink	-	-	-	-	-	-	-	-
Fares	-	-	-	-	-	-	-	-
Interest	-	-	-	\$2,129	-	-	-	-
YTD BALANCE	\$76,306	\$0	\$100,000	\$2,129	\$170,000	\$57	\$6,306	\$78,378
AIR QUALITY			\$311,058	\$200,971				
Interest	-	-	\$11,095	\$8,397	-	-	-	-
Administration	-	-	-	-	\$18,000	\$6,744	-	-
Citylink	-	-	-	-	\$5,000	-	-	-
Benicia	-	-	-	-	\$108,328	-	-	-
Vallejo	-	-	-	-	\$151,287	-	-	-
Suisun	-	-	-	-	\$54,164	-	-	-
Solano County	-	-	-	-	\$53,442	-	-	-
YTD BALANCE	\$194,471	\$0	\$322,153	\$209,368	\$390,221	\$6,744	\$126,403	\$397,095
PROJECT DEVELOPMENT				\$2,375				
Interest Earned	-	-	-	\$2,375	-	-	-	-
Local/Agency Match	-	-	-	-	-	-	-	-
CMP Funding	-	-	-	-	-	-	-	-
Benicia - Martinez	-	-	-	-	\$5,000	-	-	-
Carquinez	-	-	-	-	\$5,000	-	-	-
FF/SS Rail Station	-	-	-	-	\$5,000	-	-	-
Bike Plan	-	-	-	-	\$10,000	\$6,973	-	-
Intercity Transit	-	-	-	\$85,000	\$175,000	\$57,691	-	-
Countywide Trans Plan	-	-	-	-	\$30,000	\$15,000	-	-
Hwy 12 Improvements	-	-	-	-	\$10,000	-	-	-
Mare Island Access Study	-	-	-	-	\$10,000	-	-	-
Misc. Project Development	-	-	-	-	\$70,000	\$93	-	-
Ferry Feasibility	-	-	-	-	\$0	\$1,400	-	-
YTD BALANCE	\$21,811	\$99,366	\$220,634	\$87,375	\$320,000	\$81,157	\$21,811	\$127,395
OVERALL =	\$582,017	\$0	\$1,736,365	\$874,961	\$2,001,799	\$336,474	\$316,583	\$1,120,504

ATTACHMENT B

STA QUARTERLY FINANCIAL REPORT - FY 97 / 98								
MID-YEAR REVISED BUDGET								
	A	B	C	D	E	F	A+B+C-E	A+B+D-F
	Fund/Equity balance at 06/30/97	Transfers between funds	Revenue		Expend / Expense		Fund Balance	
			Approved budget	Received thru 12/31/97	Approved budget	Used thru 12/31/97	Projected at 06/30/98	Actual at 12/31/97
OPERATIONS								
Gen Op	\$152,915	-\$103,366	\$240,356	\$247,400	\$240,356	\$61,968	\$49,549	\$234,981
TDA Png & Admin	\$0	-	\$199,856	\$120,284	\$199,856	\$148,468	\$0	-\$28,184
PCC Png & Admin	\$0	-	\$30,000	-	\$30,000	\$15,288	\$0	-\$15,288
CMP Png & Admin	\$77,987	-	\$49,366	-\$35	\$49,366	\$11,338	\$77,987	\$66,614
OPERATIONS	\$230,902	-\$103,366	\$519,578	\$367,649	\$519,578	\$237,063	\$127,536	\$258,122
AVA				\$76,540				
Interest	-	-	-	\$3,354	-	-	-	-
Benicia	-	-	-	-	\$6,000	-	-	-
Dixon	-	-	-	-	\$2,000	-	-	-
Fairfield	-	-	-	-	\$50,000	-	-	-
Suisun City	-	-	-	-	\$43,500	-	-	-
Vacaville	-	-	-	-	\$43,500	-	-	-
Vallejo	-	-	-	-	\$80,000	-	-	-
Solano County	-	-	-	-	\$75,000	-	-	-
Administration	-	-	-	-	\$9,000	\$5,798	-	-
YTD BALANCE	\$58,527	\$0	\$285,000	\$79,894	\$309,000	\$5,798	\$34,527	\$132,623
PARATRANSIT				\$125,340				
Transit Services	-	-	-	-	\$254,500	-	-	-
CNG Buses	-	-	\$92,003	-	\$92,003	-	-	-
Administration	-	-	-	-	\$10,500	\$5,654	-	-
Fares	-	-	-	-	\$4,000	-	-	-
Insurance	-	-	-	-	\$24,000	-	-	-
Interest	-	-	-	\$3,206	-	-	-	-
YTD BALANCE	\$0	\$4,000	\$381,003	\$128,546	\$385,003	\$5,654	\$0	\$126,891
CITYLINK								
Transit Services	-	-	-	-	\$170,000	\$57	-	-
Air Quality Citylink	-	-	-	-	-	-	-	-
Fares	-	-	-	-	-	-	-	-
Interest	-	-	-	\$2,129	-	-	-	-
YTD BALANCE	\$76,306	\$0	\$100,000	\$2,129	\$170,000	\$57	\$6,306	\$78,378
AIR QUALITY			\$309,838	\$200,971				
Interest	-	-	\$11,095	\$8,397	-	-	-	-
Administration	-	-	-	-	\$16,220	\$6,744	-	-
Citylink	-	-	-	-	\$5,000	-	-	-
Benicia	-	-	-	-	\$108,328	-	-	-
Vallejo	-	-	-	-	\$182,782	-	-	-
Solano County	-	-	-	-	\$128,442	-	-	-
YTD BALANCE	\$194,471	\$0	\$320,933	\$209,368	\$440,772	\$6,744	\$74,632	\$397,095
PROJECT DEVELOPMENT				\$2,375				
Interest Earned	-	-	-	\$2,375	-	-	-	-
Local/Agency Match	-	-	-	-	-	-	-	-
CMP Funding	-	-	-	-	-	-	-	-
Benicia - Martinez	-	-	-	-	\$4,000	-	-	-
Carquinez	-	-	-	-	\$4,000	-	-	-
FF/SS Rail Station	-	-	-	-	\$5,000	-	-	-
Bike Plan	-	-	-	-	\$10,000	\$6,973	-	-
Intercity Transit	-	-	-	\$85,000	\$175,000	\$57,691	-	-
Countywide Trans Plan	-	-	-	-	\$30,000	\$15,000	-	-
Hwy 12 Improvements	-	-	-	-	\$10,000	-	-	-
Mare Island Access Study	-	-	-	-	\$10,000	-	-	-
Misc. Project Development	-	-	-	-	\$70,000	\$93	-	-
Ferry Feasibility	-	-	-	-	\$2,000	\$1,400	-	-
YTD BALANCE	\$21,811	\$99,366	\$220,634	\$87,375	\$320,000	\$81,157	\$21,811	\$127,395
GRANTS								
FF/SS Rail Station	-	-	\$591,000	-	\$591,000	-	-	-
YTD BALANCE	\$0	\$0	\$591,000	-	\$591,000	-	\$0	\$0
OVERALL =	\$582,017	\$0	\$2,418,148	\$874,961	\$2,735,353	\$336,474	\$264,812	\$1,120,504

March 11, 1998
Agenda Item 7.1



Date: March 3, 1998
To: STA Board
From: Don Erickson, Chairman
Re: STA Goals for 1998

At last month's meeting, the Board reviewed the attached STA goals for 1998 as an information item. The goals are now proposed for adoption.

As recommended by the Executive Committee, the goals underscore the emphasis on 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 is also proposed as 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 proposed goals also seek to place continued emphasis on the SolanoLinks Consortium by charging the new organization to achieve tangible results of improved schedule and fare coordination, along with increased overall intercity transit ridership during the year.

Finally, a "transportation awards" luncheon in the fall is proposed to recognize the achievements and commitments by STA partners' efforts to enhance mobility in Solano during the year.

Recommendation

Adopt the attached list of goals for 1998.

Attachments

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**



DATE: March 3, 1998
TO: STA
FROM: Matt Todd
RE: Yolo/Solano Air Quality Management District Clean Air Fund (CAF) Applications

The Yolo-Solano Air Quality Management District (YSAQMD) administers the Clean Air Fund (CAF) program in the Yolo-Solano air basin in the eastern part of Solano County including Dixon, Rio Vista, Vacaville, and eastern parts of unincorporated Solano County. The CAF revenues are generated from two sources for Solano County. There is a vehicle registration surcharge which is expected to generate approximately \$150,000 (Solano portion) and a property tax which is expected to generate approximately \$100,000. The funding categories for FY 98-99 include Clean Fuels Infrastructure/Vehicles, Alternative Transportation Programs, Transit Services, and Public Education Information.

Applications to the YSAQMD are due by March 6, 1998. The STA requested that copies of all applications for YSAQMD CAF be forwarded to the STA for review and coordination. YSAQMD staff indicated that STA support for a project may be advantageous. The proposed projects were reviewed at the February 25 TAC.

STA staff is preparing applications for three projects. These following projects were discussed at the February 25 TAC meeting:

- \$90,000 for CityLink Route 30
- \$10,000 for Bikelinks map showing suggested bike routes throughout Solano and Yolo Counties
- \$50,000 for Old Davis Road Class 2 Bike Route Construction

In addition, the City of Vacaville also proposed four projects at the February 25 TAC meeting:

- \$140,000 for Solano BART express bus service (Route 40)
- \$20,000 for bicycle racks and lockers
- \$5,000 for an electric vehicle for the city utilities division
- \$5,000 for two electric vehicle public charging stations

The TAC recommended approval of the attached resolution supporting the Vacaville projects as well as the STA projects. YSAQMD staff has indicated that it will accept the resolution after the March 6 due date of the applications.

Recommendation

Approve the attached resolution of support for funding the project applications from the STA and the City of Vacaville.

RESOLUTION 98-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY SUPPORTING APPLICATIONS FOR CLEAN AIR FUNDS TO YOLO/SOLANO AIR QUALITY MANAGEMENT DISTRICT FOR FY 1998-99

WHEREAS, Yolo/Solano Air Quality Management District (YSAQMD) has requested applications for the FY 1998-99 Clean Air Fund program of funds collected through AB8 and AB2766; and

WHEREAS, AB8 funds are collected through a property tax on eastern Solano County residents and AB2766 funds are collected through a vehicle registration surcharge on residents in the Yolo/Solano air basin; and

WHEREAS, the Solano Transportation Authority (STA) requests \$90,000 for CityLink Route 30, \$10,000 for Bikelinks Map, and \$50,000 for the Dixon-Davis Bike Route; and

WHEREAS, the City of Vacaville requests \$140,000 for Solano BART express bus service Route 40, \$20,000 for bicycle racks and lockers, \$5,000 for an electric vehicle for the city utilities division, and \$5,000 for two electric vehicle public charging stations; and

WHEREAS, these projects meet the criteria established by the YSAQMD and will meet long range plans and programs of the STA and its member jurisdictions and help improve air quality in the Yolo/Solano air basin.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby supports the Clean Air Funds applications from the Solano Transportation Authority and the City of Vacaville.

Don Erickson, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 11th day of March, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority



"When You're Going Somewhere"

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

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(916) 661-0816 FAX:(916) 661-1732

February 26, 1998

Mr. Larry Greene
Air Pollution Control Officer
Yolo/Solano Air Quality Management District
1947 Galileo Court, Suite 103
Davis, CA 95616

RE: Solano Transportation Authority Route 30 Funding Request

Dear Larry:

The purpose of this letter is to express support for STA's application to use part of Solano's share of AB2766 funds to fund transit route 30.

Route 30 operates between Davis and Fairfield, with stops in Vacaville and Dixon. As you may be aware, last October, the Solano Transportation Authority (STA) and the Yolo County Transportation District (YCTD) entered into a three-year agreement for YCTD to provide bus service on that route. Essentially, we combined that route with our route 220 (serving Winters), where we now use two buses for the combined service. While we assured the STA that at least one of those buses would be a CNG bus, our actual practice has been to assign two CNG buses to those routes.

The cooperative joint venture between the YCTD and the STA is indicative of the types of projects which should be considered for funding by your air district. My support for using air district funds for route 30 is with the understanding that the funds being sought are part of Solano County's fair share of AB 2766 funds. Please, call me at 661-0816 if you have any further questions. Thank you.

Sincerely,

TERRY V. BASSETT
Executive Director

cc: Martin Tuttle, Executive Director of STA

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

PROJECT TITLE: BikeLinks Map	CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternative Transportation [] Transit Services [] Public Education/Information [X]
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PROJECT APPLICANT:

Agency/Company Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue, Suite 200
(Street or P.O. Box)

Suisun City CA 94585
(City) (State) (Zip Code)

Phone Number: 707-422-6491

Fax Number: 707-438-0656

CONTACT PERSON Dan Christians, Senior Project Manager

Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue, Suite 200
(Street or P.O. Box)

Suisun City CA 94585
(City) (State) (Zip Code)

Phone Number: 707-438-0654

Fax Number: 707-438-0656

BRIEF DESCRIPTION OF PROJECT:
 The Solano Transportation Authority (STA) proposes to publish 20,000 BikeLinks maps (bicycle routes and facilities) that includes corridors and/or cities throughout the Yolo-Solano Air Quality Management District. Maps of bike routes including Vacaville-Dixon, Dixon-Davis, Davis-West Sacramento-Sacramento, Davis-Woodland, Davis-Winters and Woodland-Knights Landing, other Solano corridors (and some connecting bicycle routes in the cities) will be highlighted. The maps will be distributed to bike shops, chambers of commerce, and local businesses.

Note: Please see pages 8 through 13 for additional project specific application requirements.

FUNDING:		
AB2766 Funding (Requested):	\$	5,000
AB8 Funding (Requested):	\$	5,000
Other Funding:	\$	10,000
	\$	2,000
	\$	2,000
	\$	
TOTAL PROJECT COST	\$	14,000
		Sources:
		Sponsor Contributions
		Solano Transportation
		Authority (proposed)

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

PROJECT TITLE: Dixon-Davis Bike Route	CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternative Transportation [X] Transit Services [] Public Education/Information []
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PROJECT APPLICANT:

Agency/Company Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue, Suite 200
(Street or P.O. Box)

Suisun City CA 94585
(City) (State) (Zip Code)

Phone Number: 707-422-6491

Fax Number: 707-438-0656

CONTACT PERSON Dan Christians, Senior Project Manager

Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue, Suite 200
(Street or P.O. Box)

Suisun City CA 94585
(City) (State) (Zip Code)

Phone Number: 707-438-0654

Fax Number: 707-438-0656

BRIEF DESCRIPTION OF PROJECT:

The proposed project constitutes a segment of the Phase 1 of the Dixon-Davis Bike Route, a proposed 7 mile commuter and recreation bike route connecting the two cities, Dixon and Davis. This segment is to complete the approximately 0.6 mile bike lanes segment from the County line, immediately south of I-80, to the Putah Creek Bridge (recently constructed with width for Class 2 bike lanes.)

Note: Please see pages 8 through 13 for additional project specific application requirements.

FUNDING:		
AB2766 Funding (Requested):	\$	25,000
AB8 Funding (Requested):	\$	25,000
Other Funding:	\$	258,000
	\$	93,000
	\$	20,000
	\$	145,000
TOTAL PROJECT COST	\$	308,000
	Sources:	
	State gas tax	
	AB 2766 1998/99 Funds	
	Bicycle Lane Account (proposed)	

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

PROJECT TITLE: <u>ELECTRIC VEHICLE PUBLIC CHARGING STATIONS (2)</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles <input checked="" type="checkbox"/> [X] Alternative Transportation <input type="checkbox"/> [] Transit Services <input type="checkbox"/> [] Public Education/Information <input type="checkbox"/> []
---	--

PROJECT APPLICANT:

Agency/Company Name: CITY OF VACAVILLE

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5170

Fax Number: (707) 449-5346

CONTACT PERSON:

Name: ED HUESTIS

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5424

Fax Number: (707) 449-5346

BRIEF DESCRIPTION OF PROJECT:

TO PURCHASE AND INSTALL TWO ELECTRIC PUBLIC CHARGING STATIONS AT THE THREE OAKS COMMUNITY CENTER AND AT THE ULATIS CULTURAL CENTER.

Note: Please see pages 8 through 13 for additional project specific application requirements.

FUNDING:

AB2766 Funding (Requested): \$ 5,000

AB8 Funding (Requested): \$ _____

Other Funding: \$ 5,000 Source: GENERAL FACILITIES FEES

\$ _____

\$ _____

\$ _____

TOTAL PROJECT COST: \$ 10,000

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

PROJECT TITLE: <u>ELECTRIC VEHICLE FOR UTILITIES DIVISION</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles <input checked="" type="checkbox"/> Alternative Transportation <input type="checkbox"/> Transit Services <input type="checkbox"/> Public Education/Information <input type="checkbox"/>
---	--

PROJECT APPLICANT:

Agency/Company Name: CITY OF VACAVILLE

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5170

Fax Number: (707) 449-5346

CONTACT PERSON:

Name: ED HUESTIS

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5424

Fax Number: (707) 449-5346

BRIEF DESCRIPTION OF PROJECT:

PURCHASE 1998 FORD RANGER EV FOR USE BY PUBLIC WORKS UTILITIES DIVISION.

Note: Please see pages 8 through 13 for additional project specific application requirements.

FUNDING:

AB2766 Funding (Requested):	\$ <u>5,000</u>	
AB8 Funding (Requested):	\$ _____	
Other Funding:	\$ <u>28,000</u>	Source: <u>VEHICLE REPLACEMENT FUND</u>
	\$ _____	_____
	\$ _____	_____
	\$ _____	_____
TOTAL PROJECT COST:	\$ <u>33,000</u>	

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1998-99

PROJECT TITLE: SOLANO BART EXPRESS (TYPE I. Operating assistance for commuter bus service)		CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternate Transportation [] Transit Services [X] Public Education/Information []	
PROJECT APPLICANT:			
Agency/Company Name:	City of Vacaville		
Mailing Address:	650 Merchant Street Vacaville, CA 95688		
Phone Number:	(707) 449-5330		
Fax Number:	(707) 449-5377		
CONTACT PERSON:			
Name:	Ed Huestis		
Mailing Address:	Transportation Systems Manager 650 Merchant Street Vacaville, CA 95688		
Phone Number:	(707) 449-5424		
Fax Number:	(707) 449-5377		
BRIEF DESCRIPTION OF PROJECT:			
<p>The <i>Solano BART Express</i> is a collaborative transit service between the cities of Vacaville and Fairfield. Its aim to provide dependable and reliable commuter bus service between these cities and the Pleasant Hill BART station. Success in this project will result in decreased pollutants being generated in the Bay area and wind swept into the Yolo-Solano air basin. First year ridership was 30,874. The buses have the capability to serve over 50 passengers per trip (9 trips daily), thus greatly reducing car/van emissions along the I-80/680 corridor. Estimated total annual cost of this service is \$290,000.</p>			
FUNDING:			
AB 2766 Funding (Requested):	\$110,000		
AB 8 Funding (Requested):	\$ 30,000		
Other Funding:	\$ 70,000	Source: City of Fairfield	
	\$ 70,000	Source: City of Vacaville (TDA & Fares)	
TOTAL PROJECT COST:	\$290,000		

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

PROJECT TITLE: <u>STATIONARY BIKE RACKS/LOCKERS</u>		CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternative Transportation [X] Transit Services [] Public Education/Information []	
PROJECT APPLICANT:			
Agency/Company Name:	<u>CITY OF VACAVILLE</u>		
Mailing Address:	<u>650 MERCHANT STREET</u> <i>(Street or P.O. Box)</i>		
	<u>VACAVILLE CA 95688</u> <i>(City) (State) (Zip Code)</i>		
Phone Number:	<u>(707) 449-5170</u>		
Fax Number:	<u>(707) 449-5346</u>		
CONTACT PERSON:			
Name:	<u>ED HUESTIS</u>		
Mailing Address:	<u>650 MERCHANT STREET</u> <i>(Street or P.O. Box)</i>		
	<u>VACAVILLE, CA 95688</u> <i>(City) (State) (Zip Code)</i>		
Phone Number:	<u>(707) 449-5424</u>		
Fax Number:	<u>(707) 449-5346</u>		
BRIEF DESCRIPTION OF PROJECT:			
TO PURCHASE AND INSTALL STATIONARY BICYCLE RACKS AND LOCKERS AT VARIOUS LOCATIONS, INCLUDING THE THREE OAKS COMMUNITY CENTER AND THE ULATIS CULTURAL CENTER.			
Note: Please see pages 8 through 13 for additional project specific application requirements.			
FUNDING:			
AB2766 Funding (Requested):	\$ <u>20,000</u>	Source:	<u>CMAQ FUNDS</u>
AB8 Funding (Requested):	\$ _____		_____
Other Funding:	\$ <u>20,000</u>		_____
	\$ _____		_____
	\$ _____		_____
	\$ _____		_____
TOTAL PROJECT COST:	\$ <u>40,000</u>		



DATE: March 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Resolution Supporting the STA's Pending ISTEA Earmark Requests

Last February, in anticipation of a new federal act to replace ISTEA, the STA requested funding for earmark projects to be funded under the reauthorization act. The reauthorization of the federal transportation act is still pending, and so are the funding requests from the STA. Early action on reauthorization seems unlikely now that both the Senate and the House of Representatives have indicated a preference to postpone action until after consideration of the FY 1999 budget resolution. Another short term extension is likely.

Last year, a strategy was developed of requesting one project from each of the county's three congressional representatives. The City of Dixon requested funding of the downtown grade separation of the Union Pacific Railroad tracks from Congressman Fazio. Support for Phase I of the I-80 Reliever Route project was requested from Congressman Riggs.

The City of Benicia staff proposed a bicycle route from Columbus Parkway to State Park Road and the City of Vallejo staff proposed funding for a light rail system from Napa to Vallejo from Congressman Miller. Congressman Miller deferred these two requests in favor of a request for funding of the widening of Wilson Avenue from Hichborn Street to Highway 37 in Vallejo. The following requests for funding under the federal reauthorization are pending:

Reauthorization Earmarks

- Downtown Dixon grade separation under the Union Pacific Railroad tracks
- Phase I of the I-80 Reliever Route project
- Widening Wilson Avenue from Hichborn Street to Highway 37 in Vallejo

In addition, the STA did receive \$1.2 million in funding for intercity transit buses under the annual appropriation of federal Section 3 funding. The STA will seek another \$2.7 million to support intercity transit services this year.

The attached resolution reflects the revision to the request from Congressman Miller, reconfirms the requests for funding for the Dixon grade separation and the I-80 Reliever Route, and supports this year's request for federal Section 3 funding. All of the above requests will be supported by the services of a Washington lobbyist, approved at the February STA meeting.

Recommendation

Approve the attached resolution in support of the revised STA federal transportation funding reauthorization earmark requests and the Section 3 funding request.

RESOLUTION 98-

**A RESOLUTION SUPPORTING SOLANO COUNTY INTERMODAL
SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA)
REAUTHORIZATION PROJECTS**

WHEREAS, the United States Congress is currently considering the reauthorization of the Intermodal Surface Transportation Efficiency Act; and

WHEREAS, past ISTEA authorizations have contained provisions for demonstration projects; and

WHEREAS, the mission of the Solano Transportation Authority (STA) is to advance transportation projects in Solano County; and

WHEREAS, the City of Dixon has requested funding for a railroad/highway grade separation in downtown Dixon; and

WHEREAS, the City of Vallejo has requested funding for the widening of Wilson Avenue from Hichborn Street to Highway 37 in the City of Vallejo; and

WHEREAS, the STA, Solano County and the cities of Fairfield, Suisun City, and Vacaville have jointly requested funding for a system of road improvements between I-80 at the Leisure Town Road interchange and State Route 12 to complete Phase I of the I-80 Reliever Route project; and

WHEREAS, in addition, the STA received \$1.2 million in funding for intercity transit buses under the Federal Section 3 program and will request funding for intercity transit buses from the federal Section 3 funding program again in the coming year; and

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby strongly supports all of the above requests.

Don Erickson, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 11th day of March, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

Solano Transportation Authority

Section 3 Bus Discretionary Program

FY 1999 Request

Congressional Districts	Operators	Description	Federal Funding Request
1,3,7	Benicia Transit Fairfield-Suisun Transit Vacaville City Coach Vallejo Transit	Purchase six (6) over-the-road buses to operate via the new Interstate 80 HOV lane between the cities in Solano County to BART and San Francisco	\$2,700,000

Background

Through the new Solano Links Intercity Transit Consortium, the major transit operators in Solano County are committed to increasing intercity transit services along the I-80 high growth corridor as proposed in the 1996 MTC *I-80 Corridor Study* and 1995 *Solano Intercity Transit Concept Plan*. These services provide express bus services through Solano County, across the Carquinez Bridge to the East Bay, BART and San Francisco. The total cost of the project is \$ 3.4 million. The STA is requesting \$2.7 million and member jurisdictions will provide \$.7 million as the required 20% local match.

The goal is to increase daily ridership along this key commute corridor from 4.5 % in 1997 to at least 11% or 11,000 riders by the year 2010. However, to achieve this goal additional buses are critical to meet the growing demand. The Consortium is also actively coordinating schedules and jointly marketing services for Solano residents.

Solano Transportation Authority

I-80 Reliever Route

FY 1999 Request

Congressional District	Jurisdictions	Description	Federal Funding Request
1	Solano Transportation Authority City of Fairfield Solano County City of Suisun City City of Vacaville	Fund improvements to a parallel system of roads to provide a travel alternative to I-80 for local trips	\$59,000,000

Background

The Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) conducted a study of congestion in the I-80 corridor connecting the two metropolitan areas. The study quickly concluded that expansion of the capacity of the I-80 roadway could not accommodate the planned future growth in traffic in the corridor. The study recommends the development of parallel systems of roads to provide an alternative for local trips to reduce congestion on the interregional mainline. MTC further conducted a study to refine the development of these reliever routes in the Bay Area. The Solano Transportation Authority completed an extensive study of the Solano I-80 Reliever Route in 1997 that identified the needed improvements to the system and provided detailed cost estimates of those improvements. The I-80 Reliever Route Implementation Plan was jointly developed by the STA and member jurisdictions. The total cost of the project is \$74.3 million. The STA is requesting \$59 million and member jurisdictions will provide \$15.3 million as the required 20% local match.

The STA secured \$2.5 million in state Traffic System Management (TSM) funding for the Reliever Route to improve four intersections, and these projects have already been constructed. The I-80 Reliever Route has been programmed for \$6.7 million in federal funds to date which will be used to construct an extension of Leisure Town Road to Vanden Road and improve the intersection of Peabody Road at Vanden Road. The STA has also requested an additional \$13.5 million in funding for the Reliever Route under the State Transportation Improvement Program (STIP).

The goal of the I-80 Reliever Route is to divert local trips from the I-80 corridor to help both maintain the capacity of the interregional corridor and maintain local mobility.

CITY OF DIXON

Dixon Railroad Grade Separation

FY 1999 Request

Congressional District	Jurisdiction	Description	Federal Funding Request
3	City of Dixon	Fund a railroad grade separation in downtown Dixon to increase safety, reduce congestion, and provide for the timely provision of emergency services	\$3,852,000

Background

The City of Dixon is requesting funds for the construction of a railroad roadway grade separation in downtown Dixon. Previous allocations of \$2.46 million in federal funds are currently being used for environmental clearance, design and right of way acquisition. The total cost of the project is \$7.9 million. The City of Dixon is requesting \$3.852 million, \$2.46 million as been previously appropriated, and the City of Dixon will provide \$1.58 million as the required 20% match.

The City of Dixon is bisected by the Union Pacific Railroad tracks. The railroad runs adjacent to the downtown area and crosses the city's two main thoroughfares, West A Street and SR 113 (North First Street). When a train passes through town, both streets are blocked which delays all traffic including emergency response vehicles. The close proximity to two schools means that these streets also have a high number of pedestrians and bicyclists. This project will improve traffic circulation and safety in the City of Dixon.

CITY OF VALLEJO

Wilson Avenue Widening

FY 1999 Request

Congressional District	Jurisdiction	Description	Federal Funding Request
7	City of Vallejo	Widen Wilson Avenue from Hichborn Street to Highway 37	\$5,680,000

Background

This request would fund Phase II of the Wilson Avenue project in Vallejo. Phase II would improve Wilson Avenue from Hichborn Street to Highway 37. The currently narrow roadway would be improved to a wide two-lane road with outside shoulders and a wide median that could accommodate a four-lane road in the future. The proposed improvements would increase traffic flow and improve safety. The project would facilitate redevelopment of the recently closed Mare Island Naval Shipyard by providing safer and more convenient access for potential private sector tenants on Mare Island. The total cost of the project is \$7.1 million. The City of Vallejo is requesting \$5.68 million and will provide \$1.42 million as the required 20% match.

Phase I will improve Wilson Avenue/Mare Island Way from Florida Avenue to Hichborn Street. Phase I is currently under construction and is funded with \$4.5 million in federal funding, \$200,000 in state funding, and \$1.3 million in local funds.

Road bills crucial test of budget

Huge cost might sink balanced spending plan

By James Dao
New York Times

WASHINGTON — In the first major test of whether Congress will abide by the self-imposed austerity of last year's budget agreement, the Senate is taking up one of the biggest public works bills in the nation's history, a multiyear plan laden with big-ticket highway and transit projects that are dear to every lawmaker's heart.

The measure, scheduled to come up for debate today, calls for spending at least \$181 billion, and possibly much more, over six years on virtually every type of land transportation project, from roads to bridges to subways to bike paths.

Every congressional district in the country stands to gain something from the measure, but the big question will be which ones gain the most. Regional alliances have formed, pitting senators from the Northeast and parts of the West, whose states benefit most from current transportation policies, against Southerners who want to revamp the entire system to send more money their way.

And throughout the debate, deficit hawks in both houses will be fighting to hold down the size of the spending package, attempting to

Please see TRANSPORTATION, page A6

Transportation: Partisan side issues

Continued from page A1

ward off lavish pork-barrel projects and to safeguard the nation's first balanced budget in three decades.

"We should not spend a penny more," House Speaker Newt Gingrich said, rejecting suggestions that an anticipated budget surplus be spent on highways.

Many members of the Senate's Republican majority also are planning to use the bill as a vehicle to raise partisan side issues, any one of which could trigger a lengthy floor debate or cause a confrontation with the White House. Among the approximately 200 proposed amendments are measures to delay new clean-air regulations, scale back affirmative-action programs and weaken labor protections for construction workers.

The main House proposal calls for spending \$218 billion on highways and mass transit over six years. The House is not expected to take up that bill for several weeks. The main Senate proposal would spend \$181 billion over the same period, but there are negotiations among Senate leaders to increase that amount by \$24 billion.

The bill would replace the landmark Intermodal Surface Transportation Efficiency Act of 1991, known as ISTEA (pronounced "ice tea"). The law expired last year, but Congress enacted a six-month extension that expires May 1.

It has been something of a surprise that the measure has come

to the floor this early. Sen. Trent Lott of Mississippi, the majority leader, had said the Senate would not take up the bill until a budget agreement had been reached setting limits for transportation spending. The leader's change of heart prompted some Democrats to speculate that Lott was trying to distract public attention from his successful efforts to kill a campaign finance bill Thursday.

But Lott said last week he moved the bill earlier out of concerns that lengthy debate would delay its passage, which could disrupt the flow of funds to states and create construction problems.

Among the many amendments Republicans may try to attach to the transportation bill is one to delay new federal regulations setting stricter standards for soot, which has been linked to a variety of respiratory problems. The new rules will require more cities and manufacturers to take potentially expensive steps to reduce the

smokestack and tailpipe pollutants that cause soot.

Another amendment would end a federal policy that requires 10 percent of federal highway and transit funds to be set aside for businesses owned by racial minorities and women.

A third amendment would exempt federal transportation projects from a federal labor law requiring, among other things, that the prevailing wage be paid to workers. Typically, prevailing wage is union scale. Though popular with many Southern senators, the measure will face stiff opposition from labor unions.

Sen. Frank Lautenberg, D-N.J., also plans to offer an amendment under which federal transportation funds would be withheld from any state that failed to lower its blood-alcohol limit to .08 percent. The proposal has the support of the Clinton administration, but is opposed by groups representing restaurant and tavern owners.



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5b

Joseph P. Barr Metro Center
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Oakland, CA 94607-4700
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Memorandum

TO: Legislation and Public Affairs Committee (LPAC)

DATE: Feb. 6, 1998

FR: Executive Director

W.L: 13110

RE: ISTEA Reauthorization

Congress returned to work on Tuesday, Jan. 27, 1998 to pick up where it left off on ISTEA reauthorization. With the enactment of a six month extension, the clock is now ticking towards March 31, 1998, the expiration date of the extension. While this deadline will increase the pressure to act prior to that time, it by no means assures that a multiyear bill will be approved within the next three months—another short term extension is a likely near-term step.

As reported to LPAC previously, the primary issues to be debated in reauthorization are 1) overall funding levels; 2) distribution formulae to the states; and 3) program structure. Consistent with last year's advocacy efforts and MTC's adopted reauthorization principles, we will continue to focus first and foremost on preserving ISTEA's basic program structure. Within this context, we will also pursue specific amendments to improve program administration and protect funding for the region. A current set of recommendations is attached to this memo.

Early action on reauthorization seems particularly unlikely now that both houses have indicated a preference to postpone action until after consideration of the FY 1999 budget resolution. In the House, HR 2400 (Shuster), known as BESTEA, remains the primary vehicle for reauthorization. The bill is pending in the House Transportation and Infrastructure Committee with action unlikely until a budget resolution is adopted in May. The Senate, with S 1173 pending on the floor, may also choose to postpone action until after consideration of the FY 1999 budget resolution.

Meanwhile, in seeking to increase transportation spending while staying within the constraints of last year's balanced budget agreement, the Senate is considering two amendments, the Byrd/Gramm amendment and the Dominici/Chafee amendment. Byrd/Gramm provides that the 4.3 cent per gallon gas tax, which was previously directed to deficit reduction, could be

LPAC Memo/ISTEA
2/6/98
Page 2

appropriated under ISTEA notwithstanding the budget authority allocation to the Environment and Public Works Committee under the FY 1998 Budget Resolution. Domenici/Chafee provides an expedited procedure to increase contract authority and to increase the discretionary outlay limits to accommodate higher highway spending, if the funds are available in the annual budget resolution. "Contract authority" is a special kind of budget authority that allows authorized funds to flow to the state without any appropriations action by Congress, thus ensuring a constant flow of funds for construction for transit and highway projects. We will track the progress of these proposed amendments and their likely impact on California.

The Senate is also the source of so-called Transit Minimum Allocation proposals which would require that states receive a minimum return on their contributions to the Mass Transit Account of the Highway Trust Fund, regardless of transit needs. These proposals would have a severe impact on transit funding in California—under one of the proposals California could lose close to 20% of its annual federal transit funding. MTC will work to vigorously oppose all transit M.A. proposals.

We will provide you with the latest update on ISTEA reauthorization at the February 13 meeting.

Lawrence D. Dahms

LDD/KB/lw/J/Committee/LPAC/PcktCour/ISTEA
Attachment

March 11, 1998
Agenda Item 8.1



DATE: March 3, 1998
TO: STA Board
FROM: Matt Todd
RE: Welfare to Work

As requested by several STA Board Members, Daryl Taramasso of the Solano County Health and Social Services Department will provide a brief overview on the status of Solano Welfare-to-Work program and how it relates to transportation.

Mr. Taramasso is co-chairing a committee on the transportation aspect of the CalWORKS Welfare Plan recently approved for Solano County. With the transit operators input, the County will survey the current CalWORKS clients to help determine their trip origins and destinations, trip times, and other information that we could use to determine actual versus perceived needs.

When this survey is completed, it will help to determine and focus any future steps that will need to be taken for the CalWORKS plan which has the goal of moving current users of the welfare system into jobs. One issue is to ensure that transportation isn't the obstacle to getting employed and off the welfare program that now has strict time limits on the length of time that benefits may be received.

BACKGROUND

The California Legislature passed into law AB 1542 last fall, creating the California Work Opportunity and Responsibility to Kids Act (CalWORKS). CalWORKS replaces the welfare programs that have been in place for years with one combined block grant program. Each county in the state has created a plan on how their portion of the block grant will be used to move the individuals currently in the program to self supporting jobs. The Solano plan provides a mix of programs directed at moving clients to self reliance and work productivity in the community, while still providing safety net services as needed. The Solano plan to this point is still very general. This is a new process and development within the plan framework will be an on-going process. The work with county staff on the survey discussed above is a first step in the process to help minimize any transportation issues that may be an obstacle for someone's employment opportunities. Attached are documents summarizing effects of the passage of the CalWORKS legislation, Solano County Statistics, and two news articles.

Attachments

Welfare plan still has a few kinks

By Nicole Massara

DAILY REPUBLIC

The plan was approved in January. But the county Health and Social Services Department leaders need the supervisors' OK to shift money to underfunded areas.

FAIRFIELD — Self-reliance is no longer an option — it's a requirement.

Or so says county staff in a report issued today to the Board of Supervisors.

The county's answer to welfare reform, the SolanoWORKS plan, will go full-fledged today if supervisors approve the document that staff says is the answer to steering some 7,600 adult welfare recipients to the work force.

Parts of the plan, like staff training, budgeting and eligibility changes started when the state

underwent welfare reform Jan. 1. Other areas, such as child care and transportation, remain critical, unanswered dilemmas to the welfare-to-work plan.

To meet projected needs, Solano County needs increased child care and to beef up its transportation system.

The county's plan was approved by the state Department of Social Services in January. But the county Health and Social Services

Department leaders need the supervisors' OK to shift money to underfunded areas.

The county in December contracted with Solano Family and Children's Services to run the subsidized child care program for welfare-to-work participants. County staff is now asking supervisors to double the original \$1.5 million contract. The money will come

See Welfare, Back Page

Welfare From Page One

from the county's projected savings in assistance payments under welfare reform.

Access to affordable transportation, cited as the second largest barrier to employment after child care by welfare recipients, is another county concern.

Welfare recipients moving to work often work non-traditional hours and need transportation during weekends and evenings.

The Health and Social Services staff is considering using vans to transport welfare recipients to work until other solutions are found. The recommendation would

require either buying or leasing up to four vans and then hiring part-time drivers, or contracting out for transportation services. But, county staff today will merely ask supervisors to allow them to explore the possibility of providing short-term transportation.

Staff will also ask the board to approve hiring two social service workers to assess in-depth those welfare recipients who do not find a job after their initial job search. The social service workers' salaries will be covered by savings in assistance programs.

August 28, 1997

KEY FEATURES OF CALIFORNIA'S WELFARE REFORM BILL (AB 1542)

- **Prohibits an adult from receiving assistance for more than 60 months (five years) over the course of a lifetime.** After 60 cumulative months, adults will be ineligible for assistance and a family's grant will be reduced by the amount of the adult's portion of the grant. The clock on the 60-month time limit begins no earlier than January 1, 1998.
- **Exempts from the 60-month time limit cases in which all parents or caretakers are:**
 - ✓ 60 years of age or older;
 - ✓ Receiving disability benefits and where the disability impairs ability to work;
 - ✓ Nonparent caretakers who provide care for a child who is a dependent or ward of the court or at-risk of foster care if the county determines that caretaking responsibilities impair the adult's ability to be employed;
 - ✓ Caring for a disabled family member and caretaking prevents employment;
 - ✓ Incapable of employment, as determined by the county;
 - ✓ Not included in the assistance unit.
- **Establishes an 18-month initial time limit on assistance for parents and caretakers.** Counties may extend time limits for an additional six months if it is likely to lead to unsubsidized employment or by certifying that no job is available. The 18-month time limit begins when the recipient signs or refuses to sign a welfare-to-work contract and can begin no earlier than January 1, 1998. An adult remains eligible for assistance after this time limit only if the county certifies that no job is available and the recipient participates in community service. If a recipient reaches the time limit and returns to aid after a break in aid of at least one month, the county determines whether to require community service or welfare-to-work activities.
- **Requires counties to provide community service employment** for recipients who reach their 18- or 24-month time limit and for whom it has been certified that no job is available.
- **Requires single-parents to work or participate in allowable work activities for 20 hours per week beginning January 1, 1998 and 26 hours per week beginning July 1, 1998.** Counties have the option to require all or some recipients to participate in welfare-to-work activities for up to 32 hours per week. The combined work effort of adults in two-parent cases must equal 35 hours.
- **Exempts parents with children under six months of age from work activities.** Counties may reduce the exemption to three months or extend it to 12 months on a case-by-case basis. This exemption is good for recipient's first child only. A 12-week exemption is provided for subsequent births, with county option to extend it to six months.
- **Allows a family to own one vehicle with a value up to \$4,650 and still be eligible for assistance and conforms asset rules with the Food Stamp program.**

- **Authorizes diversion payments to help families avoid welfare.** A diversion payment is a lump sum (cash or noncash) provided to a family to allow them to pay for car repairs or other needs to avoid going onto aid. Applicants are eligible for child care assistance and Medi-Cal during the diversion period.
- **Requires women to cooperate in paternity establishment or risk a 25 percent grant reduction for noncompliance.**
- **Revises the income disregard structure so that the first \$225 of earned or unearned disability-based income and 50 percent of remaining earned income are ignored.**
- **Continues the \$50 child support disregard.**
- **Allows up to three counties to implement child support assurance demonstration projects,** permitting families with a child support order and earnings to avoid welfare by receiving a monthly "assured" payment from the county in lieu of regular cash aid.
- **Eliminates the child care disregard, supplemental child care, non-GAIN education and training child care, Cal Learn child care, and transitional child care replacing them with a direct payment system in which providers are paid directly.** Establishes a three stage system for delivery of child care for CalWORKs families. County welfare departments manage Stage I and transitions from one stage to another.
- **Allows families to receive subsidized child care until their income reaches 75 percent of the state median income.** Standardizes rates, application forms, and parent fees across all programs.
- **Provides limited funds for job creation and development** including \$5 million for job creation through the Trade and Commerce Agency and \$5 million in Proposition 98 funds to the community colleges for job development.
- **Stipulates that individuals filling employment or training positions must not displace or partially displace current workers.**

KEY BUDGET ACTIONS AFFECTING LEGAL NONCITIZENS

- **Provides state-funded food stamp assistance** for legal noncitizens who are under age 18 or over age 64, if they were in the US prior to August 22, 1996. This program ends July 1, 2000.
- **Allocates \$2 million for expansion of the community food and nutrition program.**
- **Does not provide assistance for legal immigrants who remain ineligible for SSI/SSP under the federal budget agreement.**
- **Does not continue the prenatal care program for undocumented immigrant women.**
- **Does not allow legal noncitizens who continue to meet eligibility and disability requirements for In-Home Supportive Services (IHSS) benefits to receive IHSS.**

CALIFORNIA BUDGET PROJECT

Revised August 27, 1997

WHO IN SOLANO COUNTY WILL BE AFFECTED BY THE CALIFORNIA LEGISLATURE'S WELFARE REFORM DECISIONS?

State decisionmakers are exploring ways of implementing the federal welfare reform law, which made broad and sweeping changes in a wide range of programs. Decisions made in the coming weeks will affect California's most vulnerable - children, poor families, the elderly and disabled - for years to come. Who in Solano County will be affected by these choices?

- 16,214 children in Solano County who receive cash assistance through Aid to Families with Dependent Children (AFDC).
- 8,230 adults in Solano County families receiving Aid to Families with Dependent Children who must find employment to support their families.
- 879 licensed family child care homes, 89 licensed child care centers, and uncounted unlicensed child care providers, who face increased demand, changed funding systems, and for some, reduced meal reimbursement rates.
- 13,200 unemployed persons, in addition to nearly as many underemployed persons, who face increasing competition in their search for employment.
- An unknown number of aged and disabled legal noncitizens who become elderly or enter the US after August 22, 1996 who will be ineligible for cash assistance through the Supplemental Security Income/State Supplementary Program (SSI/SSP).
- 29,183 Food Stamp recipients whose benefits will be reduced over time.
- As many as 185,901 legal noncitizens in California between the ages of 18 and 64, who are ineligible for state and federally funded Food Stamps (county numbers not available).
- 827 able bodied adults without dependents (ABAWDs) who receive Food Stamps and are unable to obtain employment for 20 or more hours per week. Loss of Food Stamps is delayed for ABAWDs in Solano County, since California received a waiver for a number of areas with a shortage of available jobs.
- 976 persons receiving General Assistance.
- 340 disabled children who will lose or have lost SSI/SSP benefits due to the elimination of certain behavioral conditions as qualified disabilities.

	SOLANO COUNTY	CALIFORNIA
Poverty Rate (1993)	9.8%	17.4%
Child (Age 5-17) Poverty Rate (1993)	11.2%	24.1%
Unemployment Rate (1996)	7.6%	7.2%
Labor Force (1996)	174,700	15,596,100
Median Household Income (1993)	\$41,363	\$34,129
Total Population (1996)	372,400	32,383,000

What Are The Fastest Growing Occupations In Solano County? What Is The Median Wage For Entry Level Jobs In Those Occupations?			
	Absolute Growth 1992-98	1995* Median Hourly Pay	Required Training/Education
Salespersons, Retail (Non-Vehicle)	390	\$5.00	Short-term on-the-job training
Cashiers	330	\$6.00	Short-term on-the-job training
Registered Nurses	290	\$16.72	Associate degree
Waiters and Waitresses	220	\$4.25	Short-term on-the-job training
General Office Clerks	180	\$8.48	Short-term on-the-job training
Food Preparation Workers	180	\$5.00	Short-term on-the-job training
General Managers, Top Executives	160	\$13.62	Work experience + BA or higher
Nurse Aides, Orderlies, Attendants	140	\$6.25	Short-term on-the-job training
Receptionists, Information Clerks	130	\$7.50	Short-term on-the-job training
Stock Clerks, Sales Floor	120	\$6.50	Short-term on-the-job training

Source: Employment Development Department (EDD) and Bureau of Labor Statistics.

*The EDD survey does not report 1995 salary data for each occupation in every county. When current salary data is not reported for a particular occupation in this county, salary data from a comparable county was used. Salary information reflects wage level prior to minimum wage increase. Growth is total projected for a six year period (1992-1998).

What Does It Take To Live In Solano County?				
Family Budget For A Single Parent With Two Children				
Expenditures	Monthly Costs	Annual Costs	Bare Bones Monthly^f	Bare Bones Annual^f
Housing and Utilities ^a	\$696	\$8,352	\$570	\$6,840
Basic Phone Service	\$17	\$204	\$17	\$204
Food At Home ^b	\$342	\$4,104	\$342	\$4,104
Food Away From Home	\$80	\$960		
Clothing	\$25	\$300	\$15	\$180
Medical ^c	\$177	\$2,129	\$177	\$2,129
Savings, Emergency	\$60	\$720		
Transportation ^d	\$49	\$588	\$49	\$588
Child Care ^e	\$786	\$9,430	\$702	\$8,420
Recreation, Education, Reading	\$20	\$240		
Personal Care	\$25	\$300	\$25	\$300
Miscellaneous	\$70	\$840	\$50	\$600
TOTAL COMMODITIES	\$2,347	\$28,167	\$1,947	\$23,365
Sample Earnings and Taxes			Monthly	Annual
Earnings for a full-time retail salesperson at \$5.00/hr			\$867	\$10,400
Payroll Tax (FICA & SDI) for full-time worker at \$5.00/hr			(\$71)	(\$848)
EITC for full-time worker earning \$5.00/hr with 2 children			\$296	\$3,556
TOTAL			\$1,092	\$13,108

^a 1997 Fair Market Rent in Solano County (Vallejo-Fairfield-Napa PMSA) for a 2-bedroom is \$696, a 1-bedroom is \$570.

^b Food at home based on USDA low-cost plan for parent, child <2 yrs., child between 6-8 yrs. (January 1997).

^c Medical is lowest cost program for insurance for one employee plus dependent(s) in the HIPC for Solano County. Does not include copayments for doctor visits or prescriptions.

^d Assumes travel by public transport, 1997 Vallejo Transit monthly pass for one adult and one youth.

^e 1996 full-time child care costs for one child <2 yrs. and part-time for one child >=6 yrs. old in Solano County at a child care center, California Child Care Resource and Referral Network (assumes one child in school).

^f Bare bones budget eliminates some expenditures, assumes a 1-bedroom apartment, child care in family day care home.

MTA AND AC TRANSIT

GET WELFARE-TO-WORK



AS OF JANUARY 1ST OF THIS YEAR, THE COUNTDOWN BEGAN FOR ALL RECIPIENTS ON PUBLIC ASSISTANCE. UNDER CALWORKS, THE STATE'S WELFARE REFORM PROGRAM, RECIPIENTS FACE A FIVE-YEAR LIFETIME LIMIT ON ELIGIBILITY TO RECEIVE WELFARE BENEFITS. DURING THIS TIME, THEY MUST BE ENROLLED IN WELFARE-TO-WORK ACTIVITIES. A KEY INGREDIENT FOR CALWORKS' SUCCESS WILL BE TRANSPORTATION LINKING THESE POTENTIAL NEW WORKERS WITH JOBS. AFTER ALL, TRANSPORTATION IS THE "TO" IN WELFARE-TO-WORK.



By Gail Murray

Gail Murray is a Principal Investigator with Crain & Associates, consultants based in Menlo Park, California.

To find out what transportation agencies can do to meet this challenge, a consulting firm is conducting a study for the Transit Cooperative Research Program. Titled "Using Public Transportation to Reduce the Economic, Social and Human Costs of Personal Immobility," the research focuses on best practices in both rural and urban areas to address access to jobs and to health care. This article highlights two case studies conducted during the research at two California agencies, the Los Angeles County Metropolitan Transportation Authority (MTA), and the Alameda-Contra Costa Transit District (AC Transit) headquartered in Oakland.

Although MTA and AC Transit are significantly larger than most California transit agencies, they have valuable lessons to share. Therefore, these case studies are offered not as recipes for others to follow but as stimuli for creative thinking about transit's role in welfare-to-work:

MTA'S "IMMEDIATE NEEDS" TRANSPORTATION PROGRAM

The "Immediate Needs" Transportation Program is funded by MTA from local sales taxes to underwrite both taxi vouchers and bus tokens. MTA contracts with two community-based organizations to administer the program—the First African Methodist Episcopal (FAME) Renaissance project and the International Institute of Los Angeles (IILA), which has a primarily Latino clientele. FAME and IILA, in turn, account for the vouchers and

tokens they distribute to 600 social service agencies. These 600 agencies distribute bus tokens and taxi vouchers to clients for trips to food banks and grocery stores, medical appointments, job training and job interviews, and for emergencies.

In the first half of 1997, over 403,000 trips were provided at an average cost of \$5.50. Approximately 48 percent of all trips were by bus, and the rest were by taxi. Since "Immediate Needs" is capped at \$5 million (one-sixth of 1% of MTA's operating budget) the program has grown through increased use of tokens.

MTA staff notes that "Immediate Needs" fills a service niche which is not effectively addressed through other transportation programs⁽¹⁾. This includes those who need a helping hand to get started. For example, Jobs for the Future helps gang members find work and then issues bus tokens to those who have no transportation to get to the jobs. When clients get their first paycheck, they no longer have an "immediate need" and are expected to buy their own bus passes. Other clients may receive tokens to attend job training and counseling or a taxi voucher to go to a job interview.

The administration of "Immediate Needs" is a highly unusual partnership with community-based organizations. Although collaboration with social service agencies has occurred within the transit industry, it is not commonplace. What is unusual in MTA's "Immediate Needs" program is the extent to which it has given over the entire administration to FAME and IILA. The result has been

a much more open and less bureaucratic program than is normally seen in a large organization such as MTA. In the absence of excessive rules and paperwork, the bulk of the funds goes to service delivery for those who need it most. This is done with strict accounting requirements, however, which FAME and IILA have met.

"Immediate Needs" gets to the bottom rung because it recognizes the mobility gap that has existed in serving the people who are on that rung. While some have questioned whether Immediate Needs is a social service program outside the scope of a transit agency's responsibility, Jim McLaughlin, a Deputy Executive Officer, views it as a transportation "safety net" well within its mobility manager role.

The definition of mobility management is "an institutional state of mind that emphasizes moving people instead of the mode of transportation"⁽²⁾. In the case of "Immediate Needs," MTA moves people in a program designed to meet the community's transportation needs rather than attempting to fit those needs into its traditional bus and rail system. It's this flexibility that will be required as transit agencies design services for those affected by the welfare-to-work reforms.

Both federal and state legislators have mandated closer coordination between transportation agencies and those government programs responsible for implementing welfare reform. The "Immediate Needs" Transportation Program provides an excellent model of just such a partnership between transit and the social services.

continued on next page

WELFARE-TO-WORK

continued

MTA'S BLUE LINE TELEVILLAGE

The Blue Line "TeleVillage" creates mobility through technology. Located in Compton, a city of over 90,000 near South Central Los Angeles, the "TeleVillage" allows residents and employees to access many services without the need to travel. The "TeleVillage" is a virtual Main Street which connects people electronically through a Telework Center, a computer lab with Internet access, a video conference center, and interactive kiosks. Funded by MTA and the City of Compton, it is served by local bus routes, MTA routes, Greyhound and the Blue Line light rail at Compton's transit hub. Almost 47 percent of current users take transit to the "TeleVillage," according to a recent survey; another 28 percent walk.

Part of the impetus for building the "TeleVillage" was the transportation agency's desire to create Livable Communities and economic development opportunities through joint development at its light rail stations. With federal welfare reform, the "TeleVillage" will now also become part

of a one-stop training center. Welfare recipients will be enrolled in computer courses and in distance learning classes, where they will interact with teachers in remote classrooms via the video conference center. A day care program, which is already available in the Transit Center, will be joined by an unemployment office, where welfare recipients can apply for job placement assistance. MTA has granted similar funds for one-stop job training centers to the cities of El Monte, located along an MTA busway, and Inglewood, located on the Green Line rail system.

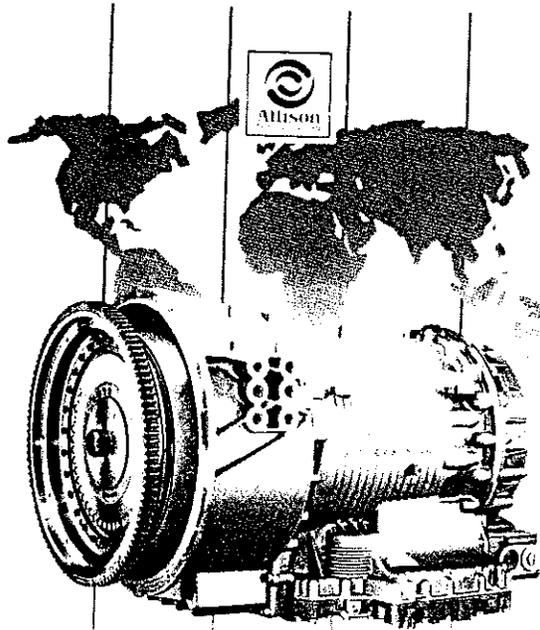
The federal government is supplying Compton's share of the operating costs in the form of a block grant to train welfare recipients moving into jobs. MTA is providing a two-year match of a half million dollars with local sales tax funds. "Connect L.A.," sponsored by the non-profit Center for Government Studies, is considering installing its software in the "TeleVillage" as part of the job program. "Connect L.A.'s" program lists job openings, provides a template for a resume, and gives tips in several languages about interviewing for a job. Users can access a video where persons in selected jobs describe their duties, qualifications, and benefits.

The Blue Line "TeleVillage" uses Integrated Services Digital Network (ISDN) lines from the telephone company as the transmission vehicle for the "TeleVillage's" various functions. Because the technology is simple, this concept is transferable to any transit system, especially those with bus transfer hubs or intermodal facilities. Like the "Immediate Needs" program, this is an example of how a transit operator can work with the local community and social services professionals to increase the "virtual" mobility of those who are in transition from welfare to work.

AC TRANSIT'S SERVICE REDUCTIONS

Both of the previous case studies illustrate practices that can be adapted to address welfare-to-work transportation needs but are dependent on a core fixed-route service. That is, the "Immediate Needs" program can grow through increased use of bus tokens; the "TeleVillage" relies on good transit access.

The AC Transit case study demonstrates the importance of fixed-route service to the community and the impact when it is reduced. It has implications for welfare reform



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measures, which have assumed that public transportation will be available for new job-seekers.

At the end of its 1994-95 fiscal year, AC Transit District had a \$2.3 million shortfall out of a total budget of \$144,464,000 and faced an even larger deficit for the following fiscal year. To address this financial crisis, the District implemented a 12 percent reduction in service between December, 1995 and June, 1996.

Before implementing the service reductions, AC Transit attempted to reduce its internal costs and pursue grants and private-sector partnerships. In May, 1995, the District also adopted a fare increase, raising the cash fare from \$1.10 to \$1.25. Despite these measures, the District found it necessary to cut approximately 1,000 hours of bus service by reducing some frequencies and eliminating most evening, owl and weekend service.

To learn what the effects were on riders, a survey was sent to 800 people who had identified themselves as transit users or supporters during the public hearing process. In addition, the survey was distributed at three senior centers and during an on-board survey of routes representative of the entire AC Transit system. Of the 524 surveys that were completed, the highest percentage of trip purposes affected by the service reductions were job related as mentioned by 42% of the survey respondents.

Survey respondents were asked to estimate the changes in travel time and in bus and rail expenses before and after the cuts. If they no longer use AC Transit, they were asked how much they pay for an alternative mode of transportation, such as taxis or car expenses, in order to make the same trip. From these survey answers, the research team developed a methodology which calculated the costs to riders as \$47.9 million in added travel expenses, income losses, and the value of added travel time.

COSTS	MILLIONS
Added travel expenses	\$30.7
Income losses	8.7
Subtotal	\$39.4
Value of added traveltime	
@\$5/hour	8.5
TOTAL	\$47.9

These results clearly demonstrate that urban bus service is enormously productive. Its curtailment even in low-

continued on next page

WELFARE-TO-WORK IS CHARGING AHEAD

By Edward R. Gerber

Plans for implementing CalWORKS, California's landmark Welfare-to-Work reform measure, are charging ahead. The fifty-eight county plans are in preparation throughout the state of California and are due to the State Department of Social Services by January 10, 1998. The division of Mass Transit at Caltrans is reviewing all of these plans and placing the transportation elements on their Welfare Reform Initiative web-site. To access this information, visit their website at www.dot.ca.gov/hq/MassTrans/welfare.htm.

At our 32nd Annual Fall Conference on the Monterey Peninsula, Welfare-to-Work was considered by our Transit Operations, Transit Funding and Executive Committees. As a result of these meetings, we are pursuing a series of actions that will assist transit agencies in implementing Welfare-to-Work. Among these actions are:

1. Pursuing 1998 clean-up legislation to provide that county welfare agencies in allocating welfare funds shall consider giving such funds to public transit to enhance transit service for Welfare-to-Work purposes. This corrected language was contained in AB 1561 (Murray) of the 1997 session, however, due to political difficulties it did not reach the Governor's desk.
2. Exploring with legislative staff the possibility of introducing legislation which will provide funding for demonstration projects to implement Welfare-to-Work.
3. Introducing legislation to ensure that Welfare-to-Work transportation needs are part of the unmet transit needs process. This will guarantee that before TDA funds are allocated for streets and roads there has been a review of Welfare-to-Work transportation needs.

The Executive Committee also adopted a series of policies as recommended by the Transit Operations Committee to promote implementation of Welfare-to-Work. These include the following:

1. Ensuring that transit is at the table.
2. Promoting information-sharing between transit agencies, Caltrans and the State Department of Social Services.
3. Promoting transit operators working together on implementation issues.
4. Developing a funding strategy.
5. Developing a data base of operational experience.
6. Ensuring that the California Transit Association is involved with the State Oversight Commission.
7. Lobbying the administration to make certain the necessary match is made to access Department of Labor Funds allocated to private industry counsels.

Finally, please remember that the U.S. Department of Labor has prepared initial guidance on their grant programs. Information on these programs can be obtained at their website, which is on the Internet at <http://wtw.doleta.gov>.

Welfare-to-Work is an incredibly dynamic area which will continue to require a close working relationship between a broad variety of federal, state, and local agencies. Therefore, *innovation must be the key to successful implementation of Welfare-to-Work.*

WELFARE-TO-WORK

continued

patronage, off-peak hours can create added travel costs and income losses that exceed by several times the dollar savings to transit agencies from the service reductions.

This finding has serious implications for welfare reform. Although AC Transit reduced service in periods of lowest patronage, the Employment Development Department in Alameda County predicts that many of the entry-level job openings will be in just these evening and weekend time frames.

In fact, community representatives from North Richmond recently made such a case to AC Transit. Of the approximately 3,000 people living in this unincorporated area, more than half are on public assistance ⁽¹⁾ and don't have access to a car. The North Richmond Employment Collaborative joined with residents to ask for restoration of night service so that people could get jobs outside the traditional 9-5 workday.

The District responded by adding back tailored hourly service from 8 p.m. to 1 a.m. beginning on the Monday before Thanksgiving '97 so people can

get to seasonal holiday jobs that often begin that week ⁽⁴⁾. Five daytime route segments were combined in a service that connects with two regional bus lines and the transit hub at a BART station, and transfer time has been kept to a minimum. Through June 30 funding is coming from a set-aside in the budget for experimental programs, according to Steve Parry, Manager of Service Development. External funding will be needed to continue the service next fiscal year or to respond to similar pleas from other constituencies. The District is pursuing new welfare-to-work funds through the county Department of Social Services and private funding from employers served by the route.

"If it weren't for the bus changing their schedule, I'd have to quit my job," said Naeemah Cleveland, a stock clerk for United Parcel Service. "Now I'll have a way home and back." ⁽⁵⁾

CONCLUSION

With transit clearly a player in the welfare-to-work equation, retaining public transportation services is critical to the success of welfare reform. The quantifiable impacts of service cuts on the

transit-dependent, as demonstrated in the AC Transit case study, and the innovative projects that MTA has built around its core services illustrate that transit is the essential "to" in welfare-to-work.

Local governments and non-profit organizations are in the throes of designing reform programs to meet the goal of reducing welfare rolls. These agencies can be new and powerful advocates for public transit. As transit operators meet with federal and state representatives and policy-makers, welfare reform offers a new opportunity to strengthen the case for public transit.

FOOTNOTES

- ⁽¹⁾ Report to the MTA Board of Directors dated June 18, 1996.
- ⁽²⁾ Crain and Associates, "Strategies to Assist Local Transportation Agencies in Becoming Mobility Managers," Phase II Draft Final Report, Transportation Research Board, April, 1997.
- ⁽³⁾ "North Richmond Rejoices—AC Transit Restores Night Bus Service," by Catherine Bowman, San Francisco Chronicle, November 27, 1997.
- ⁽⁴⁾ Report to the AC Transit Board of Directors dated November 19, 1997.
- ⁽⁵⁾ "North Richmond Rejoices—AC Transit Restores Night Bus Service," by Catherine Bowman, San Francisco Chronicle, November 27, 1997.



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March 11, 1998
Agenda Item 8.2



DATE: March 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Update on the Solano Transportation Plan

The STA has conducted a series of community forums to obtain input on the proposed Solano Transportation Plan. Questionnaire summaries and press accounts of the successful community forums in Vacaville, Fairfield and Vallejo are attached.

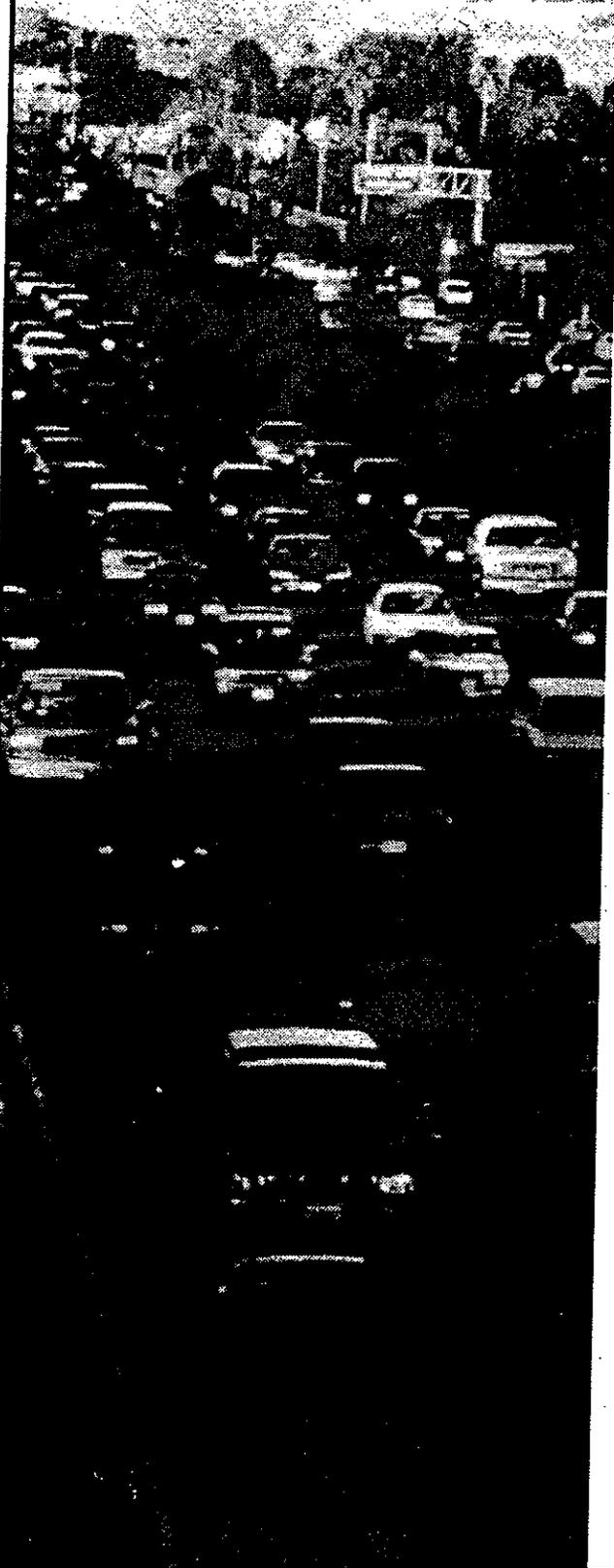
The following schedule of remaining public meetings to obtain input and develop support for the proposed plan:

- March 13 - Community Action Team meeting in Fairfield
- March 18 - Mayor's Conference in Suisun City
- March 19 - Good Morning Fairfield in Fairfield
- March 20 - SEDCORP Transportation Action Team meeting in Fairfield
- March 21 - League of Women Voters in Fairfield

After the extensive public outreach effort is completed and the Community Action Team makes its final recommendations, the plan is scheduled to be presented to the SEDCORP Transportation Action Team on March 20 and the STA Board on April 8.

Attachments

AVOID GRIDLOCK



**Help Develop
Solano's New
Transportation Plan!**



**Attend Wednesday's
Community Forum**

February 18th

7:30pm

Vacaville Council

Chambers



Sponsored by:

**Solano Economic Development
Corporation
(SEDCORP)**

Solano Transportation Authority



Call 422-6491

for more information

 **SEDCORP**

STA

**Community Action Team Forum
Vacaville City Hall - February 18**

Tabulated Results

Segment 1

1. Does transportation impact your quality of life and your ability to do business in Solano?
Yes 12 No 2
2. Do traffic conditions influence your long term view of residing and/or doing business in Solano?
Yes 10 No 4
3. Please rank (1-5) the following items, with #1 being your highest priority.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
Commuter Rail	0	3	6	4	1
Ferry service	1	0	1	3	9
Bus service	2	1	5	5	1
Highway improvements	7	4	1	0	2
Maintain roads	4	6	1	2	1

Segment 2

Do you support or oppose efforts to seek new funds to:

4. Fill potholes and maintain local streets and roads.
support 13 oppose 0 no opinion 1
5. Make roads safer to drive on by widening shoulders, installing fog reflectors and synchronizing traffic signals.
support 14 oppose 0 no opinion 0
6. Provide commuter rail service to connect Dixon, Vacaville, Fairfield and Benicia to BART on the existing Capitol Corridor line.
support 9 oppose 1 no opinion 4
7. Enhance lighting and security at park and ride lots along I-80 and I-680.
support 11 oppose 0 no opinion 3
8. Increase express bus service between Solano cities and to BART, Sacramento and San Francisco.
support 13 oppose 0 no opinion 1
9. Complete the Reliever Route project to provide a travel alternative to I-80 between Suisun City, Fairfield and Vacaville.
support 10 oppose 2 no opinion 2
10. Improve interchanges at key locations throughout the County, i.e., 680/80 and I-80/Suisun Valley Road.
support 13 oppose 0 no opinion 1
11. Enhance ferry service between Benicia and Vallejo to San Francisco.
support 10 oppose 2 no opinion 2
12. Increase dial-a-ride service for elderly/handicap.
support 10 oppose 2 no opinion 2

13. Develop a system of bike/pedestrian routes connecting cities in the county.
 support 11 oppose 1 no opinion 3
14. Comments on other potential projects.
- *What is the status of the proposed toll roads?
 - *Bike routes north to Lake Solano and Winters, a more direct reliever route to 12 east of Travis
 - *Reliever Routes
 - *Improve/increase number of people per car
 - *Need reliever route from 680 to Fairfield and Vacaville residents to Fairfield and vice versa

Segment 3

14. Would you like additional material to provide to your business colleagues or associates on the draft plan?
 Yes 6 No 8
15. Would you like a presentation on the draft plan given to your organization or firm?
 Yes 4 No 10
16. Other comments on the draft plan and/or today's workshop.
- *Well presented
 - *Good idea for draft plan, but Solano is way way behind in all transportation areas, let's get moving!
 - *Well presented and informative.
 - *Good workshop
 - *As a resident of Arbor Oaks I am very much concerned about the reliever route along Town Road as it is quite often very difficult to enter Arbor Road Oaks Drive, Fallbrook and Kingswood Avenue. I also anticipate noise level to increase substantially sound walls required
 - *What is being done to condition land use in Bay Area with traffic conditons? What is done in the report to provide for open space so new routes are not promoting urban sprawl.
 - *We support this measure 100%.
 - *I am not convinced that the reliever route is going to help much beside further sprawl in our communities. I am interested in improved bus service between Vacaville and

Fairfield.

Business leaders working on plan to solve Solano's impending traffic problems

Story by Mike Fitch

Reporter
(2.15.98)

Frank Friedman knows firsthand about Solano County's transportation hot spots.

As transportation director for Lucky Stores, he has about 500 trucks traveling from the company's distribution center in Vacaville onto the county's highway system in a typical week.

"Right now, it's workable," he said.

It already has trouble spots, including the intersection of Interstate 505 and Vaca Valley Parkway that his trucks have to navigate day after day.

His main worry is that Solano County will approach traffic gridlock in just a few years if something isn't done now.

That's why area business leaders such as Friedman, John Ash of the Benicia Industrial Park, Michael Burns of Genentech, Bill Wourms of Alza Corp. and Jeff Brown of the Herman Goelitz Candy Co. teamed up to serve on a Transportation Action Team set up by the Solano Economic Development Corp.

SED Corp. is working with the Solano Transportation Authority to develop a long-term transportation blueprint for the county. A draft transportation plan was released last month at SED Corp.'s annual meeting.

"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 high 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 draft plan outlines a host of projects that are needed, dividing them into three categories:

- Projects that have to be funded at least partly with new local funds;
- Those that need additional local, state and federal funding; and
- Projects that already have funding, but need to be completed on schedule.

The draft plan predicts that costs for basic maintenance 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.

"Traditional funding sources are not keeping up with our needs," says the report. "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."

Marty Tuttle, executive director of the Solano Transportation Authority, said potential options for eliminating the funding gap include a half-cent sales-tax increase, developer fees and regional gasoline tax.

"None of those options are attractive, but neither is the notion of county gridlock," he said.

Tuttle emphasized that debating funding options can wait for now, because political officials and civic leaders first need to decide what transportation projects are needed.

The draft report says Interstate 80 will reach capacity in the next 10 years even if Solano County doesn't grow because of traffic demands created by growth in the inner Bay Area and Sacramento.

It predicts that Solano County's future will include pothole-ridden local roads and stop-and-go conditions during peak hours on main thoroughfares unless something is done.

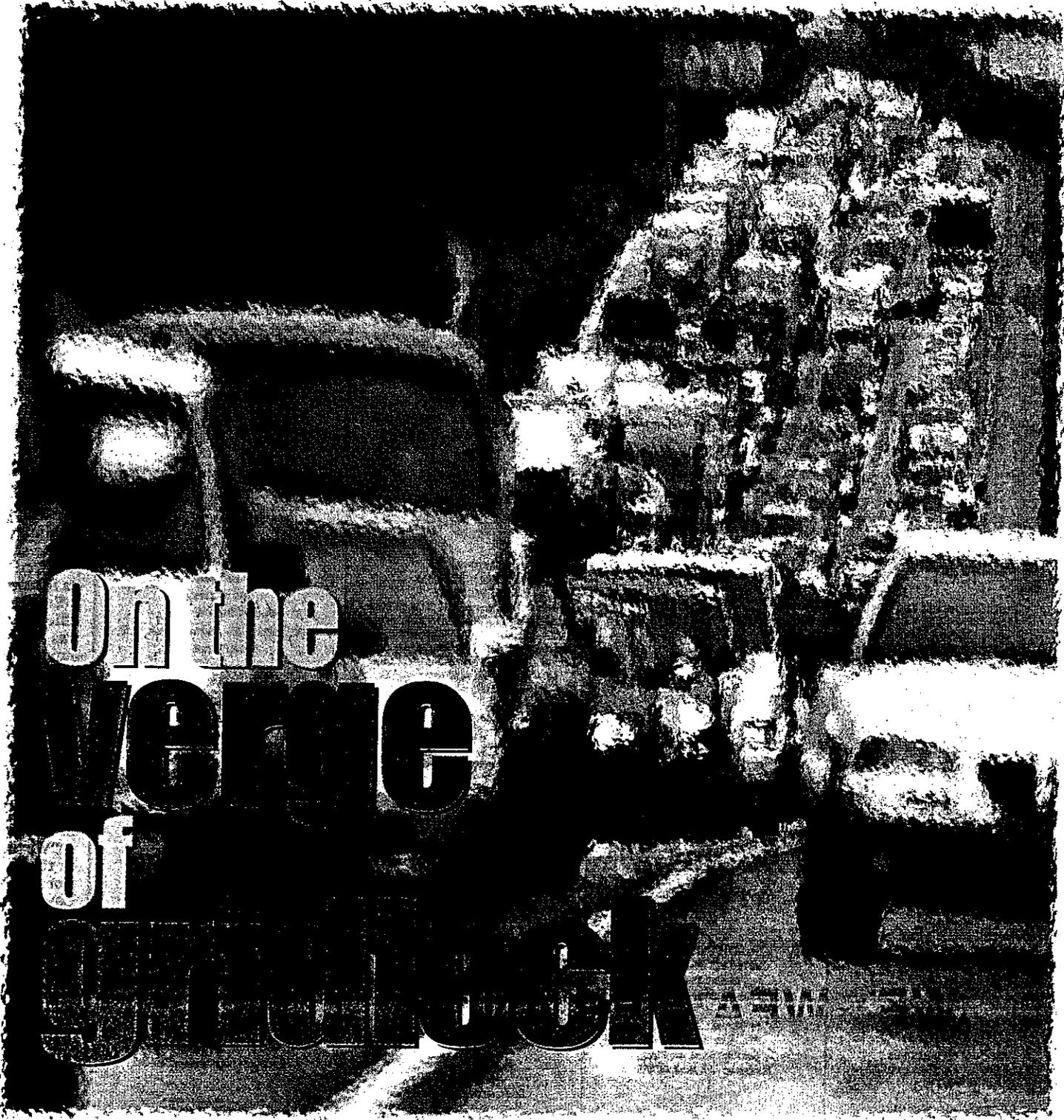
"The data reinforces everyone's inherent fear that we're on the verge of gridlock," Tuttle said.

The Transportation Authority is a joint-powers agency formed by Solano County and its seven cities. Tuttle reported it asked SED Corp. to help draft the transportation plan, so its authors would be from both the private and public sectors.

A community forum on the draft transportation plan will be held at 7:30 p.m. Wednesday in the Vacaville Council Chamber, 650 Merchant St. For more information, contact the Transportation Authority at 422-6491.

Tuttle said public input is vital to ensuring that the final plan is dynamic and responds to the public's needs.

"Anyone who drives or takes transit is a transportation expert," he said.



On the
verge
of
catastrophe

A NEW

Traffic gridlock looms for Solano unless action is taken now

■ The author, a native of Solano County, is the vice-president of Amos and Andrews in Fairfield and past president of the Solano Economic Development Corp.

By Gary Andrews

Reporter
(2.15.98)

The recent storms serve as just another reminder of how fragile our transportation network is in Solano County.

The partial flooding of lanes on Interstate 80, Interstate 680 and on some of our major local roads wreaked havoc on many of us on our trips to work and home.

El Nino isn't the only source of the problem. Routinely, a single accident on one of these routes can back up traffic for miles, pushing congestion right into our neighborhood streets.

The lack of travel alternatives today puts us in a precarious situation to handle any slight incident, whether caused by an act of God or by human error. Yet, perhaps more importantly, business leaders are becoming

increasingly concerned about what traffic conditions will be like in Solano in the next five to 10 years — on a daily basis — if no action is taken to change the current course.

Those of us doing business in Solano County know we have a competitive advantage over the rest of the Bay Area and the state in terms of our high quality of living, our basic infra-

■ See **Gridlock**, Back Page

Gridlock...

■ Continued from Page 1G

structure of interstate roads and utilities, and the amount of our land which is suitable for economic development. It is a wonderful region to live and work. However, we are becoming aware that our future will be threatened if we do not address the issue of traffic congestion - now.

Our Fears Are Valid

Our inherent fears of traffic gridlock are reinforced by even the most conservative view of traffic trends. Even if Solano were not to grow, I-80 will reach capacity in the next 10 years (year 2007 or 2008) due to the trips generated by growth in our two adjacent metropolitan areas, the Bay Area and Sacramento. We can expect stop and go conditions every day during peak hours, just like we experience when traveling through our neighboring counties of Contra Costa and Sacramento — again, unless comprehensive strategies are quickly implemented.

In addition to traffic congestion, we are very concerned about the need to maintain our basic, existing system. Communities with pothole-ridden local roads are not a healthy place to do business. Yet, over the next 20 years, the funds needed for basic maintenance and projects to relieve our most congested bottlenecks outstrip our available funds by more

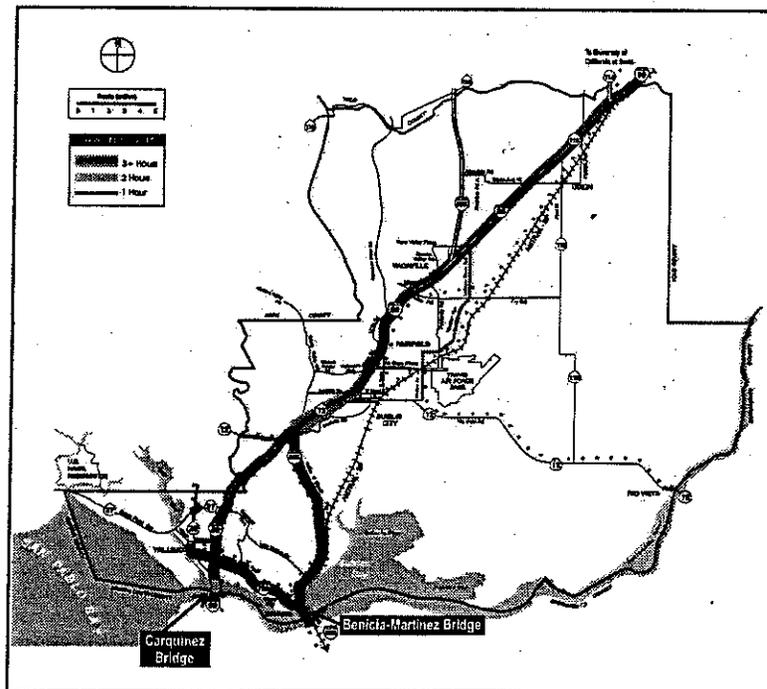
than \$700 million. Traditional funding sources are not keeping up with our needs.

Those of us with a vested interest in the future business climate and quality of life in Solano must unite in a common effort to identify and deliver transportation improvements that will ensure economic competitiveness and prosperity. Inaction is not acceptable.

A group of business leaders representing the Solano Economic Development Corporation, SED Corp., in partnership with public officials from the Solano Transportation Authority, proposes the following strategy to maintain our county's mobility:

- Seek new local funds for strategic investments that will return the greatest dividends to overall countywide and regional mobility;
- Advocate for additional state and federal funding to complete planned projects; and
- Deliver already funded, but not completed, transportation projects.

As grim as Solano's traffic forecast appears, it is not inevitable. This situation should spur us — all of us, in both the private and public sectors — to work together to develop creative solutions. With your help, we have an opportunity to secure innovative and far-reaching solutions.



The Next Steps

We urgently need your input to help develop a Solano Transportation Plan that meets our transportation needs. A community forum on the plan will be held in Vacaville on Wednesday evening, Feb. 18, at 7:30 p.m. in the City Council Chamber, 650 Merchant St.

With your help, we can change the current course and enhance

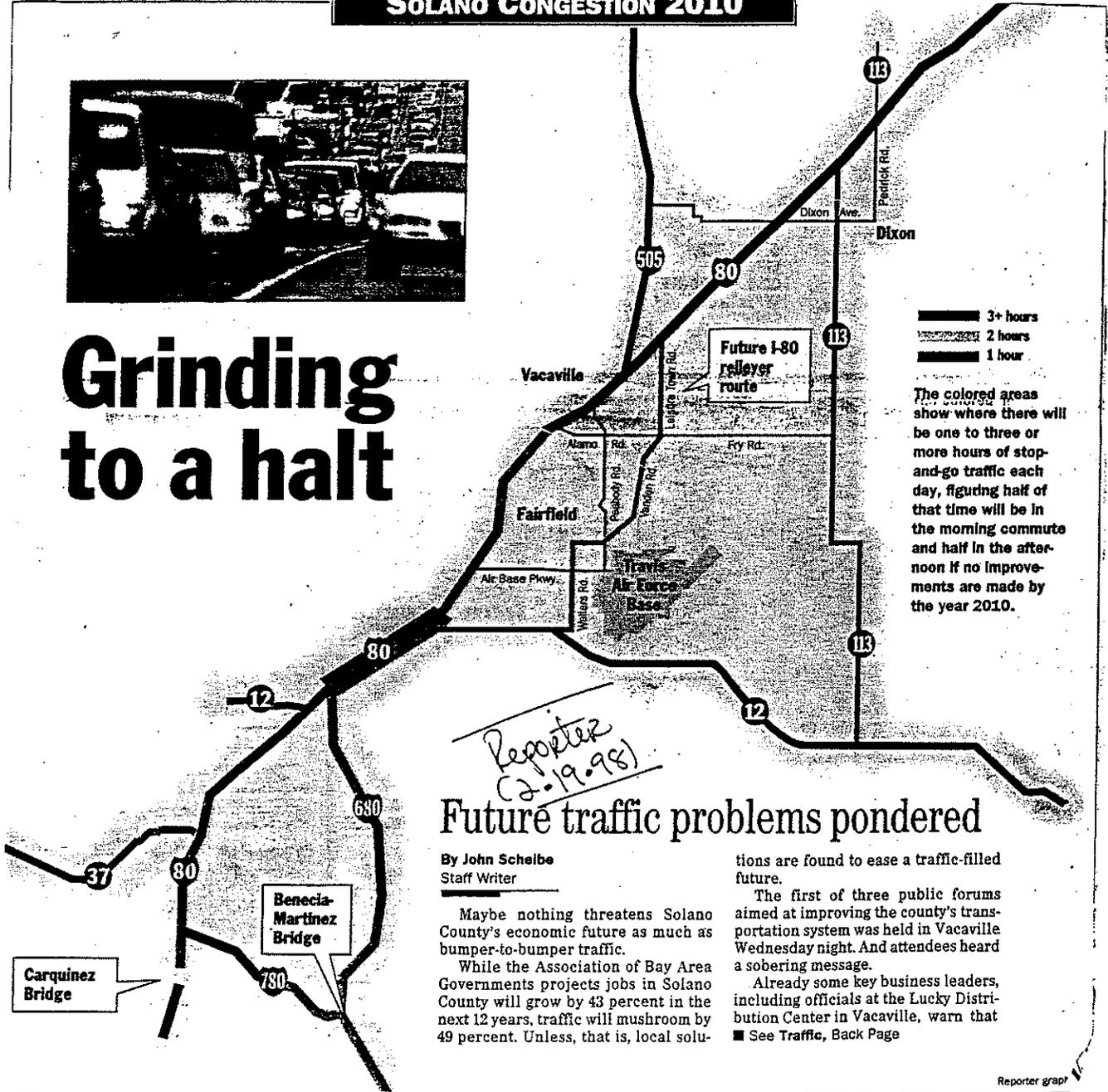
our region's transportation network. We need to take this opportunity to foster a communitywide partnership on solutions to maintain our mobility — before Solano County is home to daily gridlock. I hope you attend Wednesday's forum and comment on our proposal.

■ For more information on the community forum, call the Solano Transportation Authority at 422-6491 in Suisun City.

SOLANO CONGESTION 2010



Grinding to a halt



Future traffic problems pondered

By John Scheibe
Staff Writer

Maybe nothing threatens Solano County's economic future as much as bumper-to-bumper traffic.

While the Association of Bay Area Governments projects jobs in Solano County will grow by 43 percent in the next 12 years, traffic will mushroom by 49 percent. Unless, that is, local solu-

tions are found to ease a traffic-filled future.

The first of three public forums aimed at improving the county's transportation system was held in Vacaville Wednesday night. And attendees heard a sobering message.

Already some key business leaders, including officials at the Lucky Distribution Center in Vacaville, warn that

■ See Traffic, Back Page

Traffic problems of the future pondered ...

■ Continued from Page 1A
if traffic gets worse here, they will be forced to move elsewhere. And it won't be the Bay Area, where stop-and-go traffic already costs the local economy \$3.5 billion a year in lost productivity.

Congestion also is making itself felt at key gateways into Solano County in places such as the Benicia-Martinez Bridge and the Interstate 80 and 680 interchange. Marty Tuttle, executive director of the Solano Transportation Authority, told attendees. And I-80, a key link of the county's transportation system, is pro-

jected to reach capacity in another 10 years.

Congestion is projected to get worse across the county even if it grows no more. The reason is that growth in Sacramento and the Bay Area will ensure more cars and trucks keep coming through Solano County.

Just as sobering, the costs for relieving the county's gridlock will outstrip available funding by more than \$700 million in the next 20 years. Planners are eying a half-cent sales tax hike, developer fees and a regional gasoline tax as potential fund-

ing sources.

These funding sources have been successful in building more roads and highways across other California counties, said Will Kempton, a Sacramento-based traffic consultant.

But Kempton warned that even if funding were available today — it's not — it still would take another seven to eight years to complete a major transportation project, such as a highway.

Vacaville City Councilman Ernest Kimme asked what the Bay Area is doing to provide more affordable housing to keep up with its explosive

job growth.

The answer was little, if anything.

"Land values there (Bay Area) are just too high to support affordable housing," Kempton told Kimme. This, in turn, Kempton says, will bring even more people to Solano County in search of cheaper housing.

"Let's face it, they're coming to Solano County because of the great quality of life which this region has to offer," Kempton said.

What kind of traffic system will relieve the county's problems is still open to question.

Critics warn that building more

freeways is not enough. Added freeways will only attract more traffic. Instead, they say what is needed is more mass transit, including trains, buses and ferry boats.

Tuttle said one system, the Capitola passenger train service is slated to expand the number of trips it makes in the near future.

Other public forums on transportation are scheduled for 7 p.m. Tuesday in Fairfield and in Vallejo at 7 p.m. on Feb. 28.

For more information on these forums, contact the Solano Transportation Authority at 422-6491.

Reporter

Editorial

(2.22.98)

Paying no mind

Ignoring gridlock will not eliminate it

Hard-core commuters already see — and feel — the torment of roadways filled with cars and trucks, the journey to and from work stretching into hours of wasted time and energy. And it is no longer an affliction beyond the boundaries of Solano County.

Gridlock is no longer coming. It is here. It is becoming worse. And it will get even worse before it gets better, if it can ever be reversed.

A cadre of business executives and transportation experts are traversing the county this month, trying to get the gridlock message across to everyone and anyone who will listen. The dispatch is a dire one. Unfortunately, few heed the alarm.

We are a nation of car-loving individualists who prefer the confines of the family car to the mass-transit alternatives. We are willing to pay more to drive to work than to modify our be-

havior, no matter how damaging it is to our own pocketbook and our environment.

Cries of despair do not emanate from the motoring public until they become paralyzed in a parking lot of internal-combustion chariots.

*We are
willing to
pay more to
drive to work
than to
modify our
behavior.*

Solano County transit planners were in Vacaville last Wednesday night to present the facts about congestion today and what it will look like tomorrow. The audience comprised only a handful of individuals who were

not part of the presentation or part of official delegation of the city.

In essence, they were not a congregation to which to preach.

Planners face a gargantuan task in finding funds to create solutions to the growing gridlock in Solano County. It will be a years-long process.

However, the short-term challenge is to find an audience willing to listen and learn.

Too few Solano traffic jams detour pleas for road funds

In brief

Transit planners say public hasn't felt "enough pain yet" from clogged roadways, so boosting taxes is tough.

By John Schelbe
Staff Writer

Reporter
(2.22.98)

If Solano County taxpayers were asked today to pony up money for much-needed transportation improvement projects, the odds are high most would say no.

Never mind that for months now transportation experts have been beating the drums telling anyone who will listen that traffic gridlock is sure to choke off the region's future economic growth. And something must be done now.

When the Solano Economic Development Corp. polled 400 county residents last August, most said they would rather be taxed to cut crime and improve education and libraries than to better the county's

■ See Traffic Jams, Back Page

■ Continued from Page 1A
fragile transportation system.

"What it shows is people haven't experienced enough pain yet. They haven't spent enough time sitting in their cars in a traffic jam," said Gary Falati, a former Fairfield mayor who for years has advocated increased local spending for highways and other transit systems.

The August poll served as a wake-up call to transportation officials that they must work hard to convince voters of the need to act now. Otherwise, the county risks the kind of gridlock nightmares seen in Los Angeles.

And that is exactly what transportation planners have been doing in recent meetings with government and business leaders and ordinary citizens.

"There's no question that educating the public on these issues is a big part of our mission now," said Marty Tuttle, executive director of the Solano Transportation Authority.

As part of this, the authority is holding public-outreach forums, querying people about solutions to a gridlocked future. It is a future that could soon include taking a full hour or more to drive between Vacaville and Fairfield, instead of the 20 minutes it typically takes now.

To encourage public comment and participation, Tuttle begins the forums by saying that "anyone who drives is a transportation expert."

"It's something which is really true. If you drive, you know a lot about transportation," he said.

Tuttle is not discouraged by the fact that only about a dozen people attended the first transportation forum in Vacaville on Wednesday.

"It shows that people are willing to take time out of their busy schedules to discuss regional transportation issues."

Tuttle and other officials are confident the message eventually will get through.

The only question is, how long will it take? And will voters agree to tax themselves soon enough to avoid the kind of gridlock that kills economic growth?

"Much depends on convincing people to pay to fix a problem before it gets really bad," said Falati. "It's not easy, but it can be done."

Falati should know.

As mayor of Fairfield, he successfully led a campaign wherein Fairfield voters agreed in 1981 to come up with about \$13 million to improve Highway 12.

"Fairfield became the first city in California history to fund its own highway," Falati said.

Without the Highway 12 project, Falati said the Solano Business Park and other nearby business projects would have gone elsewhere. So would the hundreds of jobs generated by these investments.

"It's very clear that a bad highway system leads to a lack of movement of products, services and goods. And when this happens, major corporations will not locate in our county," Falati said.

In fact, some key business leaders, including those at the

Lucky Distribution Center in Vacaville, already are warning that if traffic gets any worse here, they will move elsewhere.

"It might take a loss of jobs and some people getting hit in the pocketbook before they hear the message," Falati said. "It doesn't have to be this way."

It's a tough sell these days convincing voters to tax themselves, he said.

"You have to tell them specifically what the money will be spent on and show them the connection between the project and quality of life and jobs. If you do that, you'll be successful," he said.

Will Kempton, a Sacramento-based traffic consultant who is working with Tuttle on the public-outreach forums, said federal and state officials are a lot more likely to fund local projects if area residents are willing to pay for a portion of them.

"Having local funding gives you a lot of leverage when you go to the federal and state levels in search of money," Kempton said.

Kempton and others are encouraged by the fact that voters in 17 California counties have voted for local transportation funding measures since 1984.

They are even more encouraged by the fact that such measures were approved in the relatively rural counties of Fresno, Madera and San Joaquin, even though voters typically are a lot more likely to tax themselves if they live in urbanized and highly congested counties.

This is good news for Solano County, since it too is relatively rural.

"In all these cases, voters were shown they would get something for their money," Kempton said.

But Kempton and others warn that Solano County must act soon if it is to avoid bumper-to-bumper traffic and a weaker economy.

Even with funding in place, it often takes seven to eight years to build a major transportation project.

Said Falati: "We need to be in front of the parade in thinking about financing these projects. Five years from now, it will be too late."

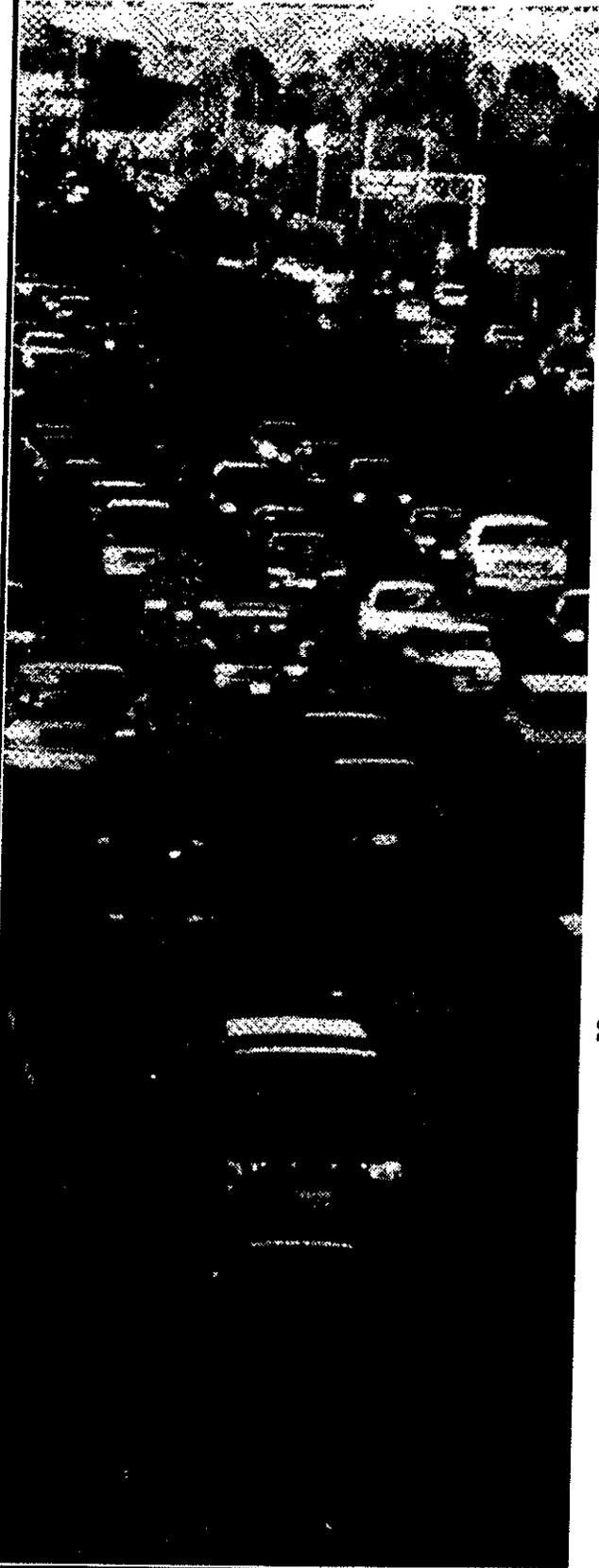
Agency officials hope to have a report detailing what was learned at the public forums by March 20. Among the things that could be outlined in the report, which is slated to go before the board in April, is what funding mechanism would most likely be palatable to voters.

Transportation officials are committed to doing something to solve the transportation problem.

"It's just a question of to what degree will we be able to act," Tuttle said. "For example, are we only going to push Caltrans to build more highways and freeways, or are we going to be able to act on a number of fronts at once?"

The next forum will be held at 7 p.m. Tuesday in Fairfield. Another one is planned in Vallejo at 7 p.m. Thursday. For more information, contact the Solano Transit Authority at 422-6491.

AVOID GRIDLOCK



**Help Develop
Solano's New
Transportation Plan!**



**Attend Tuesday's
Community Forum
February 24th
7:00 pm
Fairfield Council
Chambers**



Sponsored by:

Solano Economic Development

Corporation (SEDCORP)

**Solano Transportation
Authority**

Fairfield Daily Republic



Call 422-6491

for more information

 **SEDCORP**

STA

Daily Rep. (2.23.98)

**Community Action Team Forum
Fairfield City Hall - February 24**

Tabulated Results

Segment 1

1. Does transportation impact your quality of life and your ability to do business in Solano?
Yes 24 No 6
2. Do traffic conditions influence your long term view of residing and/or doing business in Solano?
Yes 21 No 9
3. Please rank (1-5) the following items, with #1 being your highest priority.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
Commuter Rail	3	8	5	7	5
Ferry service	0	1	4	8	15
Bus service	5	2	12	8	1
Highway improvements	11	4	5	6	3
Maintain roads	9	13	2	0	4

Segment 2

Do you support or oppose efforts to seek new funds to:

4. Fill potholes and maintain local streets and roads.
support 28 oppose 0 no opinion 2
5. Make roads safer to drive on by widening shoulders, installing fog reflectors and synchronizing traffic signals.
support 25 oppose 0 no opinion 5
6. Provide commuter rail service to connect Dixon, Vacaville, Fairfield and Benicia to BART on the existing Capitol Corridor line.
support 25 oppose 2 no opinion 3
7. Enhance lighting and security at park and ride lots along I-80 and I-680.
support 23 oppose 0 no opinion 7
8. Increase express bus service between Solano cities and to BART, Sacramento and San Francisco.
support 22 oppose 1 no opinion 7
9. Complete the Reliever Route project to provide a travel alternative to I-80 between Suisun City, Fairfield and Vacaville.
support 20 oppose 5 no opinion 5
10. Improve interchanges at key locations throughout the County, i.e., 680/80 and I-80/Suisun Valley Road.
support 23 oppose 3 no opinion 4
11. Enhance ferry service between Benicia and Vallejo to San Francisco.
support 26 oppose 1 no opinion 3
12. Increase dial-a-ride service for elderly/handicap.
support 19 oppose 2 no opinion 9

13. Develop a system of bike/pedestrian routes connecting cities in the county.
 support 18 oppose 1 no opinion 11
14. Comments on other potential projects.
- *Center your efforts on Public transportation make all out effort to find funding from federal and state this is our money too.
 - *Stop light Somerset -Rio Vista
 - *Increase ferry and bart service with connecting services
 - *As you refine this plan, commit funds to precise roadway improvements such as widening of 2 lanes and 2 narrow shoulders for Abernathy Lane. Avoid increasing number of lanes on rural roads.
 - *We need bipass route to parrallel to I-80.
 - *4 lane to Highway 12.
 - *When the second Benicia Bridge is complete we'll need a freeway between Cordelia and Fairfield and Suisun south of Nelson Hill
 - *Increase bus service within each community.
 - *Do we need trains-or can we use interurban and more frequent service?
 - *Campos expressway should be higher priority project..

Segment 3

14. Would you like additional material to provide to your business colleagues or associates on the draft plan?
 Yes 9 No 21
15. Would you like a presentation on the draft plan given to your organization or firm?
 Yes 5 No 25
16. Other comments on the draft plan and/or today's workshop.
- *Reliever route is designed to assist continued housing expansion to northeast Fairfield.
 - *No rail station out by Travis-why would people travel 6 or 7 miles to a new station when they can go to Suisun?
 - *Look to some of the agencies that we already pay taxes to for transportation for funds for the above projects. Both federal and state. Good idea to hold this forum will need it to hold together before final decision is made.
 - *Very successful. Lots of good comments.
 - *Bicyclists/pedestrians need transportation facilities (e.g. paved shoulders) not just plan. Dial-a-ride is a joke except to attract senior citizen to vote. I support safety and maintenance not building to make it easier for Andrews and Lando to build new home. Improved rail with attract some of the alternate transportation people such as myself.
 - *My resevation about this I-80 reliever route is the potential for sprawl by Travis AFB. I do not support increased building by Travis. Roads yes. Development no!

Traffic gridlock looms for Solano unless the community acts now to prevent it

Daily Rep. (2.23.98)
By Gary Andrews

COMMENTARY

The recent storms serve as just another reminder of how fragile our transportation network is in Solano County.

The partial flooding of lanes on Interstate 80, Interstate 680 and on some of our major local roads have wreaked havoc on many of us on our trips to work and home. El Nino isn't the only problem. Routinely, a single accident on one of these routes can back up traffic for miles, pushing congestion into our neighborhood streets.

The lack of travel alternatives today puts us in a precarious situation when we have to handle any slight incident, whatever causes it. Yet, perhaps more importantly, business leaders are becoming increasingly concerned about what traffic conditions will be like in Solano in the next five to 10 years — on a daily basis — if no action is taken to change the current course.

Those of us doing business in

Solano County know we have a competitive advantage over the rest of the Bay Area and the state in terms of our high quality of living, our basic infrastructure of interstate roads and utilities, and the amount of our land suitable for economic development. It is a wonderful region to live and work.

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

Our fears are valid

Our inherent fears of traffic gridlock are reinforced by even the most conservative view of traffic trends.

Even if Solano didn't grow, I-80 will reach capacity in the next 10 years (2007 or '08) due to the trips generated by growth in our two adjacent metropolitan areas, the Bay Area and Sacramento.

not acceptable.

A group of business leaders representing the Solano Economic Development Corp., in partnership with public officials from the Solano Transportation Authority, proposes this strategy to maintain our county's mobility:

- Seek new local funds for strategic investments that will return the greatest dividends to overall county-wide and regional mobility.

- Advocate for additional state and federal funding to complete planned projects.

- Deliver already funded, but not completed, transportation projects.

As grim as Solano's traffic forecast appears, it is not inevitable. This situation should spur us — all of us, in both the private and public sectors — to work together to develop creative solutions.

With your help, we have an opportunity to secure innovative and far-reaching solutions.

We can expect stop-and-go conditions every day during peak hours, just like we experience when traveling through our neighboring counties of Contra Costa and Sacramento — again, unless comprehensive strategies are quickly implemented.

In addition to traffic congestion, we are very concerned about the need to maintain our basic, existing system. Communities with pothole-ridden local roads are not a healthy place to do business. Yet over the next 20 years, the funds needed for basic maintenance and projects to relieve our most congested bottlenecks outstrip our available funds by more than \$700 million! Traditional funding sources are not keeping up with our needs.

Those of us with a vested interest in the future business climate and quality of life in Solano must unite in a common effort to identify and deliver transportation improvements that will ensure economic competitiveness and prosperity. Inaction is

Next steps

We urgently need your input to help develop a Solano Transportation Plan that meets our transportation needs. A community forum on the plan will be held in Fairfield Tuesday at 7 p.m. in the City Council Chambers.

With your help, we can change the current course and enhance our region's transportation network. We need to take this opportunity to foster a communitywide partnership on solutions to maintain our mobility before Solano County is home to daily gridlock.

I hope you can attend Tuesday's forum and comment on our proposal.

For more information on the community forum, please call the Solano Transportation Authority at 422-6491.

Gary Andrews, a native of Solano County, is the vice president of Amos and Andrews in Fairfield and past president of the Solano Economic Development Corp.

Fairfield residents predict worsening congestion

By John Schelbe
Staff Writer

More highways and freeways alone will not solve Solano County's burgeoning transportation problems.

That opinion was brought to transportation planners over and over again Tuesday night in Fairfield during the second of three transportation forums being held around the county this month.

Fairfield resident John Foster said more highways and freeways only attract more people and cars and the inevitable traffic jams.

"It seems to me that only a rail project would relieve a lot of this congestion," said Foster, one of about 50 people to attend the forum

in the Fairfield City Council Chambers.

Fairfield resident Lorine Patton echoed Foster's comments.

"New roadways may sound good, look good, even help for a while. But we need to find ways to use our existing roadways and railways more efficiently," said Patton.

Ken Jeffers, a Stockton-area resident, said he envisions a future where local highways and freeways are turned into big parking lots, unless transportation planners find ways to coax people out of their cars.

More traffic will only make the existing roadways more deadly, including Highway 12, which Jeffers called a dangerous, winding two-lane road.

"I should know since my daughter was killed on Highway 12," Jeffers said.

Fairfield resident John Haugen decried the lack of local public transit buses.

"We should be adding more buses. Instead, their numbers are being cut," Haugen said.

Another area resident, Chuck Holt, suggested a parallel route to the county's main thoroughfare — Interstate 80.

But he added building a parallel highway might destroy area wetlands, creating an outcry by environmentalists and others.

Transportation officials are improving an I-80 reliever route, which goes from Leisure Town Road in Va-

caville to Vanden Road and Walters Road in Fairfield.

But some, including Fairfield resident Orland Hess, criticized the reliever route proposal, saying local developers would use it as an excuse to build homes around Travis Air Force Base.

Fairfield City Councilman Steve Lessler, a big proponent of the reliever route, disputed Hess' claim.

"I've never once heard that its purpose is to help area developers," Lessler said.

Jim Sperring, Suisun City mayor and chairman of the Metropolitan Transportation Commission, said planners are looking at a mix of options, including improving both public and private transportation sys-

tems. "We need to do this because congestion looms over the future mobility of Solano County," he said.

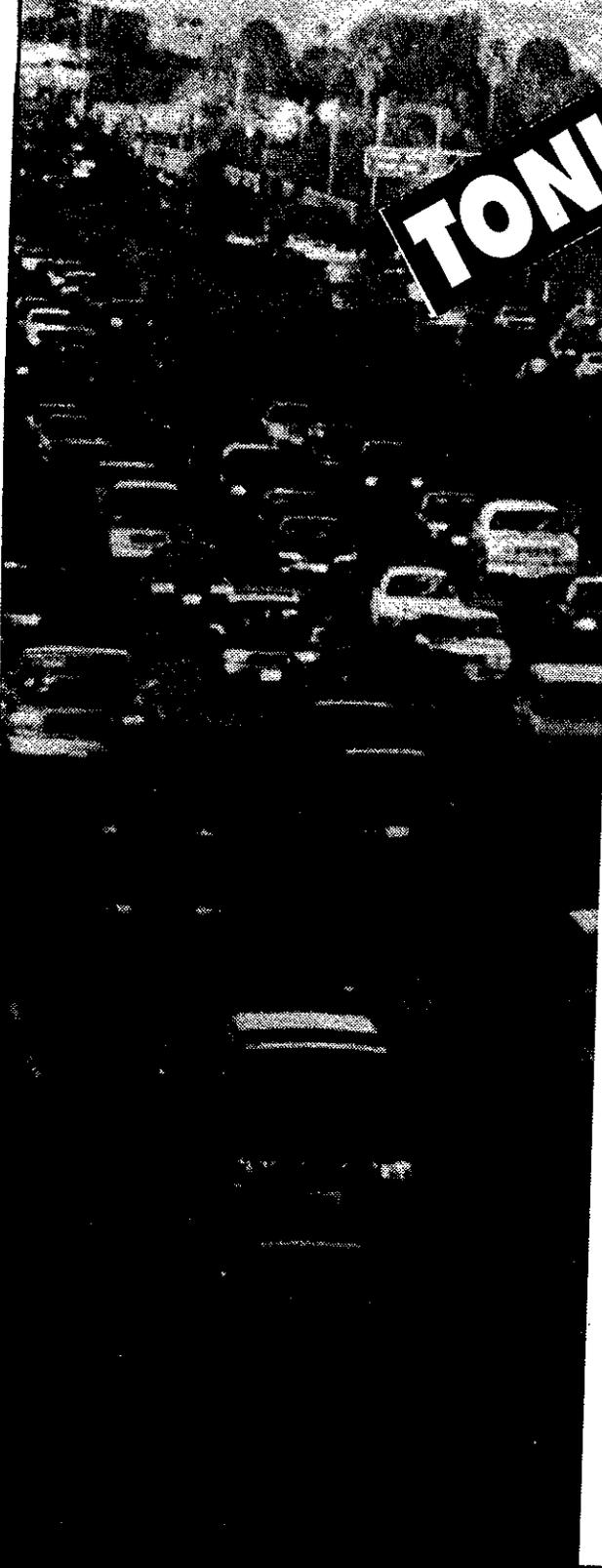
The challenges facing local transportation planners are formidable by almost any measure.

Consider that the county's transportation needs are expected to outpace available funding by \$750 million over the next 20 years.

Officials say the area's transportation system must be improved or else bumper-to-bumper traffic is sure to choke the county's future economic growth.

The last forum is scheduled for 7 p.m. Thursday in the Vallejo City Council Chambers.

AVOID GRIDLOCK



TONIGHT

Help Develop
Solano's New
Transportation Plan

Attend Thursday's
Community Forum

February 26th

7:00pm

Vallejo Council
Chambers

Sponsored by:

Solano Economic Development
Corporation
(SEDCORP)

Solano Transportation Authority

Call 422-6491

for more information

 **SEDCORP**

STA

Tixies - Herald / (2-26-98)

**Community Action Team Forum
Vallejo City Hall - February 26**

Tabulated Results

Segment 1

1. Does transportation impact your quality of life and your ability to do business in Solano?
Yes 17 No 1
2. Do traffic conditions influence your long term view of residing and/or doing business in Solano?
Yes 14 No 4
3. Please rank (1-5) the following items, with #1 being your highest priority.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>
Commuter Rail	0	4	5	3	5
Ferry service	7	2	1	2	5
Bus service	1	3	7	3	3
Highway improvements	4	5	1	4	3
Maintain roads	5	4	3	4	1

Segment 2

Do you support or oppose efforts to seek new funds to:

4. Fill potholes and maintain local streets and roads.
support 16 oppose 1 no opinion 1
5. Make roads safer to drive on by widening shoulders, installing fog reflectors and synchronizing traffic signals.
support 14 oppose 1 no opinion 3
6. Provide commuter rail service to connect Dixon, Vacaville, Fairfield and Benicia to BART on the existing Capitol Corridor line.
support 12 oppose 1 no opinion 5
7. Enhance lighting and security at park and ride lots along I-80 and I-680.
support 10 oppose 1 no opinion 7
8. Increase express bus service between Solano cities and to BART, Sacramento and San Francisco.
support 14 oppose 0 no opinion 4
9. Complete the Reliever Route project to provide a travel alternative to I-80 between Suisun City, Fairfield and Vacaville.
support 8 oppose 1 no opinion 9
10. Improve interchanges at key locations throughout the County, i.e., 680/80 and I-80/Suisun Valley Road.
support 10 oppose 3 no opinion 5
11. Enhance ferry service between Benicia and Vallejo to San Francisco.
support 17 oppose 0 no opinion 1
12. Increase dial-a-ride service for elderly/handicap.
support 12 oppose 0 no opinion 6

13. Develop a system of bike/pedestrian routes connecting cities in the county.
support 15 oppose 1 no opinion 2

14. Comments on other potential projects.

*Use computer rail as feeder to ferry-current proposal by passes Vallejo and Benicia!
Have both modes work together , probably better faebox, for given money, and more rides.

*Complete 80 to 37 by finishing Wilson Avenue.

*Bicycle and pedestrian routes complete Wilson Avenue 4-lane/relieve bottle neck sidewalks and more access to ferries and widen 4 lane 37 and Highway 12. Bart to Sacramento -rail and on new bridge.

Segment 3

14. Would you like additional material to provide to your business colleagues or associates on the draft plan?

Yes 5 No 13

15. Would you like a presentation on the draft plan given to your organization or firm?

Yes 2 No 16

16. Other comments on the draft plan and/or today's workshop.

*We need to get our head out of the sand, people are going to use cars and roads need to be widened and safer. Even those going to ferries and rail systems. We need the increased economy in Solano County. More roads lead to less congestion, wider and more access. How can we get from house to job if you work near Cow Palace?

*No money for interchanges-pay for it with developer fees. Just because poll said "Rail to Bart" is not good if it is not cost effective, "Rail to Ferry" would link what both north and south Solano is interested in terms of transit, 80% of rail commuters would be going to San Francisco anyway they can use ferries just as were bart.

*I don't think there is or will be enough money to do all of this and still have money for other important things like.

*Perhaps we can restrict access tot he Reliever Route by limiting the number of intersections as one way to limit its growth impact.

*More information on where current tax money is going i.e.,gas, DMV,etc.

*How about small commuter "jitney and type", boats between Benicia, Martinez,and Vallejo Marina.

Residents fear transit plan will lead to growth

By Charles Levin
DAILY REPUBLIC

(2.26.98)

FAIRFIELD — Don't rearrange Solano County roads if it spurs more growth.

That was the message several citizens offered Tuesday at a public hearing on the county's transit needs that drew nearly 50 people.

At issue is the proposed "I-80 Reliever Route," a series of back roads that will be widened to link Cordelia to Leisure Town and provide locals with an alternative to Interstate 80.

The route is designed as an antidote to predicted stop-and-go gridlock on the interstate, the region's major transit artery for commuters and commerce.

However, Orland Hess, a 30-year Fairfield resident, believes the planned route is a perk for developers.

"If you build these roads, people are going to follow," Hess said.

But the roads involved are dangerous, two-lane arteries that support thousands of existing jobs, said Marty Tuttle, executive director of the Solano Transportation Authority.

"The point is, if Interstate 80 is congested, and we want to preserve these job centers, we need local alternatives for local travel," Tuttle said.

Suisun City Mayor Jim Sperring, who chairs the Metropolitan Transportation Commission, insisted the authority would pay for a land-use study to ensure the route does not induce sprawl and preserves open space.

More development along the reliever route "would be irresponsible and that is not the intent of that road," Sperring said. "The road needs to be a signature project. It isn't just an expressway." Hess and several others who spoke Tuesday invoked Measure A, which died at the polls last November. The voter initiative would have stopped developers from building nearly 8,000 homes just north of Travis Air Force Base.

Measure A proponents campaigned that residential growth was necessary to bring jobs to Solano County, said Randall Carlson. "Now we're being told that the roads are becoming so congested that they're becoming an impediment to economic growth," he said.

The proposed 'I-80 Reliever Route' is a series of back roads designed as an antidote to traffic gridlock.

Carlson aimed his barb at the authority's recently released transit plan, a three-point strategy to fix crumbling roads, improve freeway traffic flow, boost public transit and, ultimately, prevent businesses from leaving the area.

Duane Kromm, also believes the threat of growth is a real concern.

"If you build a bigger road, all you do is increase the flow, and then you end up with a bigger, worse problem," said Kromm, who faces former Fairfield Mayor Chuck Hammond in the June 2, District 3 supervisorial election.

Kromm, however, said Sperring's promises of a land-use study sounded convincing. "Sperring could take a leadership role and pull something off like that," Kromm said. "If he's taking an open space type position, he could pull this thing along."

The transit plan, cooperatively written by the authority and the Solano Economic Development Corporation, seeks money for existing projects while lobbying politicians to get funding for others down the line. Current authority estimates show that transit needs over the next 20 years will outstrip available funding by \$700 million.

Already, Lucky supermarket officials are saying they might leave their Vacaville location near Interstate 505 if traffic problems there can't be fixed.

But Tuttle defended the reliever route. The roads already provide access to three business parks, California Medical Facility prison and Travis Air Force Base, which employ 26,750 people, he said.

Tuesday's forum will be broadcast on Fairfield cable channels 11 and 46 on March 3 at 5 p.m., and March 5 at 10:30 a.m.

Another public hearing on the transit plan will be held today at 7 p.m. at Vallejo City Hall at 555 Santa Clara.

Other alternatives to gridlock plan

Reporter Editor:

Building more freeways will not relieve Solano County's traffic congestion ("Grinding to a halt," Reporter, Feb. 19). This is a matter of history, not opinion.

Take a look at the tangle of freeways in Los Angeles. They build and build and still the freeways look like parking lots. Traffic is like water: it takes the path of least resistance and seeks its own level — build a new freeway — it fills right up.

We won't get ourselves out of this traffic congestion and smog mess by the same thinking that created it in the first place. We must begin to build a world in which we have a choice about how we travel. Today, for most of those who live in and travel through Solano County there is just one choice — the personal vehicle.

We need mass transit and cities that are bicycle and pedestrian friendly. Bicycles are not "recreational" unless we build an infrastructure that makes it impractical or impossible to use them for commuting. In some communities, such as Menlo Park, Palo Alto and Stanford University, bicycle policies and facilities have made it feasible for thousands to leave their cars behind

and get a little exercise on their way to work. Biking to work is especially prevalent among the very intelligent in these communities.

Federal highway officials, smart folks who have put considerable research into their policies, are calling for a new approach to traffic — a move away from catering to vehicular traffic at the expense of non-polluting alternatives. I had the honor of interviewing Dr. Ricardo Martinez, administrator of the National Highway Traffic Safety Administration recently.

"One of our big concerns is that if we don't take this (pedestrian traffic) into consideration early on we actually force people to use the highways and the byways to get where they have to go," he said. "Instead of solving the problem we are creating a problem not only with our transportation system but with public health and safety."

The safety agency is part of the Department of Transportation. They've put a lot of money into solving traffic problems. If we follow their edict, we will qualify for future funding. If we don't we are going to find ourselves on a dead-end street.

Marjorie King
Fairfield

County looks to cut traffic congestion

Residents react to transportation plan unveiled at forum

By SARAH ROHRS
Times-Herald staff writer

(2.27.98)

Paul Roberts left his hectic lifestyle in San Francisco and moved to Vallejo last year because of the ferries. He walks from his heritage district home, ferries to work and walks to his job in the city, never once getting into a car during his daily commute.

Roberts supports a sales tax increase that would boost ferry service and improve the county's freeway and commuter transportation with more buses, ferries and better local thoroughfares.

"There's no reason to get on I-80 if you have a good alternative," Roberts told transportation officials in a community forum in Vallejo.

The proposed tax is part of a traffic plan the Solano Economic Development Corporation and the Solano Transportation Authority are promoting to deal with

congestion they fear will harm the local economy.

Roberts was one of 25 Vallejo and Benicia residents who spoke at a community forum held Thursday night in Vallejo where SEDCORP and STA officials presented the plan and asked for their opinions and support for a sales tax increase.

SEDCORP estimates \$3.5 billion is lost in traffic congestion each year in the Bay Area.

The plan is aimed at getting more cars off the freeways, more commuters into buses and ferries, and raising money for road and traffic improvements with a countywide sales tax increase.

Tom Chowanec, General Mills, Inc. plant manager in Vallejo, sat on the team that wrote the plan because he's worried worsening traffic conditions will affect employees trying to get to work and delivery trucks traveling to the Vallejo plant.

Marty Tuttle, STA executive director, said the plan does not call for new freeways or large thoroughfares

to deal with congestion, but for improvements to the highway network and commuter options that are already available.

J.D. Miller, lifelong Vallejo resident, said he feared the plan would promote more roads and bigger freeways that would simply accommodate more cars and more people.

Instead, Miller encouraged people to "focus on changing the way we live in our communities" by promoting a greater sense of community in which Vallejoans can work where they live and are more inclined to walk or bicycle around town.

A good transportation system that moves drivers through Vallejo is critical, especially in light of the new amusement rides at New Marine World Theme Park and the efforts to attract businesses to Mare Island Naval Shipyard, Mayor Gloria Exline said.

Exline said once tourists and businesses are attracted to Vallejo, they need to be able to get through town easily or else they won't come back.

(See **TRANSPORTATION**, A2)

Transportation

(From A1)

Bicyclist Rob Powell who does his errands around town on a bicycle said freeways and highway improvements must keep bicyclists in mind, especially along Highway 37 and State Route 29, which is the only way to get to Napa.

Ferry advocates Sally Evans and Cindy Detwiler stressed Vallejo's coveted ferry system as a vital part of the county's commuter system.

Detwiler added that commut-

ing is a way of life for many Vallejoans who can't afford to work here.

"If I could find a nice job at the bank here I'd be glad to work in Vallejo," she said.

County Supervisor John Silva, District 2-Benicia, said a lot of the elements of the proposed plan are aimed at returning to the transportation system Solano once had before freeways came in and budget problems cut back on bus, train and ferry service.

By increasing the number of bus runs and closing some of the gaps in the system to BART station in Contra Costa County, commuters can depend on the system that is already in place, Silva said.

Anyone interested in reading and commenting on the plan can visit the STA web site at www.sta.dst.ca.us or by calling 422-6491.

Reporter
3-2-98

Lanes, trains or autos?



Debate rages on transit alternatives

By John Scheibe
Staff Writer

While the transit-vs.-road debate has raged for years in the crowded Bay Area, it's also being heard more often these days in rural Solano County.

Discussion over what role public transit and other non-traditional modes of transportation should play in Solano County's future has become more heated as experts work on a transportation blueprint they hope will take the county well into the 21st century.

Part of their work included asking the public at three forums

throughout the county in February what kind of traveling system the county should have in decades to come. Experts say a better transportation system is critical not only to avoid traffic gridlock but ensure a vibrant economic future for the county.

Attendees at Fairfield's forum Tuesday told officials in no uncertain terms more highways and freeways alone will not relieve gridlock.

"Even if you build more highways and crowd more people and cars into San Francisco, where are they all going to park once they get there?" asked Fairfield resident John Foster.

■ See Transit, Back Page

Cost of improving transportation infrastructure

Reconstruct a deteriorated four-lane road	\$17,000 per mile
Reconstruct a deteriorated four-lane road	\$400,000 per mile
Construct light-rail line	\$39,000,000 per mile
Operate and maintain one clean-burning bus	\$240,000 per mile
Operate and maintain one clean-burning bus	\$190,000 per mile
Construct one interchange joining two highways	\$32,000,000 per mile
Construct one interchange joining two highways	\$310,000,000
Rebuild quake-damaged freeway	\$150,000 per mile
Rebuild quake-damaged freeway	\$32,000,000 per mile

Reporter graphic

Transit alternatives needed, public tells experts ...

■ Continued from Page 1A

The transportation experts were receptive to this message, saying everything from light-rail to electric vehicles to bicycles and buses are being looked at.

But some still fear the county could end up with more highways and freeways and little else.

"In the end I have no doubt the big bucks will be spent on highways and freeways," said Randy Carlson, a bicycle enthusiast and an Armitage High School Spanish teacher who attended the Fairfield forum.

"It's not that there's anything diabolical going on," explained Carlson. "It's just that in the end the interests of those who have money, including real estate developers and

business owners, will prevail."

For Carlson, that means more highways and freeways. And there's the rub.

While more highways and freeways may bring more growth and profit to those with money, Carlson said such a system is not in the public's interest.

Carlson said public transit and other modes of moving that do not include the automobile are critical to the public interest.

"The trick is to find policy-makers who can reconcile the public's interest with those who have money — not an easy task," he said.

But even the best-intended would be hard put to build an effective public transit system for the county.

The main reason is much of Solano is rural and people are spread out, said John Woodbury, a former AC Transit Board member who today is program manager of the Bay Area Transportation Choices Forum in Oakland.

"Public transit works best in places of high-density development, where you have a lot of people living close together, places such as San Francisco or New York City."

As proof, Woodbury said the cost per passenger mile on Bay Area public transit systems increases rapidly as you go toward less populous areas.

"Which is to say you can't have effective ways of spending transportation dollars in places such as So-

lano County," said Woodbury, who also serves as program director of the Bay Area Open Space Council.

"The thing to remember is that investments in small things, such as more sidewalks and bicycle lanes, turn out to be incredibly more effective on a dollar-for-dollar basis than spending millions or billions on huge projects."

But Woodbury added such projects are a lot less glamorous.

"Politicians can't as easily put their names on a bicycle lane or transit bus as they can on a big highway or bridge.

"No matter what you come out having, it's important to connect your (transportation) system with land-use issues," he said.

Jim Spering, Suisun City mayor and chairman of the Metropolitan Transportation Commission, could not agree more.

"We've gotten a lot of criticism about not having a land-use component to the plan and rightly so," said Spering.

"Our transportation plan needs to be tied to future growth.

"To do this we need to answer questions such as is this transportation plan just to take care of existing growth or future growth? And if future growth is part of the equation, how much are we talking about and where will it be located?"

"Without answers to these questions, our transportation plan will be just half a plan."

March 11, 1998
Agenda Item 8.3



DATE: March 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Update on 1998 State Transportation Improvement Program (STIP)

The STA's bid to fully fund the Highway 37/29 interchange and I-80/680 auxiliary lanes project cleared another major hurdle when both projects appeared on the Caltrans final recommendation list to the CTC on March 2. The list also includes funds to complete environmental work for future I-80 expansion between Dixon and Vacaville.

Caltrans' list proposes \$40.1 million in funding for the Highway 37/29 interchange project, along with the \$14 million in regional choice funds in the STA final bid list. This would completely fund the project and complete the longstanding improvements to Highway 37 from I-80 to the Napa River Bridge.

The \$6.9 million for the I-80/680 auxiliary lanes project would completely fund this project to ease afternoon rush hour traffic merging from I-680 northbound to I-80 eastbound and seasonal weekend recreational traffic congestion at the merge of I-80 westbound to I-680 southbound.

The \$3 million for environmental work for future I-80 expansion between Dixon and Vacaville will fund a study of the potential impacts of widening I-80 from six lanes to eight along this critical segment and provide detailed cost estimates to serve as a basis for future funding requests.

The CTC is scheduled to take testimony on the STIP proposals at their meeting on April 1 in San Francisco. They must adopt the new STIP at their June 2/3 meeting. STA staff will keep the STA Board and TAC apprised as the STIP process evolves.

Attachments

State of California

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND MEMBERS
California Transportation Commission

Date: March 2, 1998

File:

From: DEPARTMENT OF TRANSPORTATION
DIRECTOR'S OFFICE

Subject: Interregional Transportation Improvement Program Submittal

The Department's 1998 Interregional Transportation Improvement Program (ITIP) submittal is attached. The ITIP has been developed in accordance with the provisions of Senate Bill 45, the California Transportation Commission's State Transportation Improvement Program (STIP) Interim Guidelines, and the Department's draft 1998 Interregional Transportation Strategic Plan. This submittal is a listing of projects on the state highway system totaling just over \$903 million.

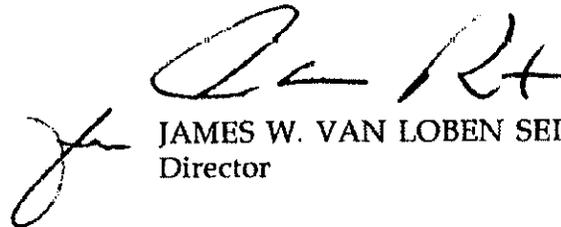
The Department chooses to wait for enactment of a federal transportation reauthorization act and further guidance from the Commission before developing projects for the \$69 million of Interregional Improvement Program (IIP) funds restricted to Transportation Enhancement Activities (TEA) projects. The remaining \$184 million of the IIP is to be focused primarily on the intercity passenger rail system and will be submitted after further consultation with the Commission's Subcommittees for Transit and Interregional Improvement Project Review. Backup documentation, including nomination sheets and technical adjustments to currently programmed projects, will be delivered under separate cover.

Senate Bill 45 has revised the STIP process by consolidating funding categories and assigning 75 percent of available funds for county share regional projects, with the remaining 25 percent for interregional transportation improvements. The 1998 STIP Fund Estimate includes \$4,623,000,000 for new STIP projects, which in accordance with Senate Bill 45, allows \$3,467,250,000 (75 percent) for the Regional Improvement Program (RIP) and \$1,155,750,000 (25 percent) for the IIP. Over \$3 billion in project candidates were submitted in competition for the \$1.1 billion available for the ITIP. The initial candidate lists were distilled by evaluation of the project recommendations and priorities made by the Department's Districts and our Regional partners, review by members of the Commission's Subcommittee for Interregional Improvement Project Review, and policy direction from the Business, Transportation and Housing Agency.

Chair and Members
California Transportation Commission
March 2, 1998
Page 2

About 70 percent of the proposed highway projects are on focused and gateway routes that are needed to build the higher standard statewide trunk system required for linking rural and smaller urban centers to the larger high growth urban centers, with an emphasis on north-south routes for the 1998 STIP. Together, these projects will significantly improve safety while reducing interregional travel time for people and goods. Some projects on the list will close gaps that have been left after years of incremental effort to improve individual routes, while others have been added to stimulate trade and economic development. A few are included to support and encourage the opportunities for joint project funding created by Senate Bill 45.

Coordination between the Department and the regional agencies has resulted in the development of a strong ITIP proposal that promotes the implementation of the best projects for improving the transportation system and overall economic health of our State. Thank you for your involvement in this important process.



JAMES W. VAN LOBEN SELS
Director

Attachment

- cc Business, ~~Transportation~~ and Housing Agency
- Regional Transportation Planning Agencies
- County Transportation Commissions
- Deputy Directors
- District Directors
- Program Managers
- Service Center Managers
- District Division Chiefs, Planning and Programming

1998 Interregional Transportation Improvement Program

(sorted by Co/Rte/PM)
(Dollars in Thousands)

District	County	Route	BP	PM	PNO	General Location	Description	First Year Const.	Grand Total	Future Total	98 STIP Total	98 RIP	98 Loc	98 IIP	98 IIP Cumul. Cost
4	ALA	80	2.5	0054K	25480K	In ALA near the Bay Bridge	Construct extension of EB HOV lane	1999	18,400		18,400	3,400	8,900	6,100	6,100
4	ALA	680	0.0	0157D	25370K	In ALA and SCI Counties	Construct southbound lane	2003	52,717		52,717	14,717		38,000	44,100
3	BUT	149	0.0	0026C	382210	In Butte County	Construct 4-lane expressway	2001	7,659		7,659			7,659	51,759
10	CAL	4	R21.1	0304B	362500	In Angels Camp	Const 2-Ln expwy,Angel's Bypass-new align.	2005	34,031	19,665	14,366	11,183		3,183	54,942
11	IMP	7	1.2	0051G	068000	Near Calxico	Construct 4-lane expressway	2001	37,009		37,052	33,000		4,052	58,994
11	IMP	78	L7.2	0021	167820	Near Brawley in Imperial Co.	Construct 4-lane highway	2003	41,101		40,740			40,740	99,734
11	IMP	111	R10.9	0043H	1993U0	Near El Centro	2-lane highway to 4-lane expressway	2000	1,869		2,852			2,852	102,586
11	IMP	111	R13.1	0044D	199340	Near El Centro	2-lane highway to 4-lane expressway	2001	5,164		5,164			5,164	107,750
11	IMP	111	R17.6	0044L	199360	Near El Centro	2-lane highway to 4-lane expressway	2002	3,579		3,579			3,579	111,329
9	INY	395	54.6	0020A	213001	Lone Pine	Widen to 4-lane conventional	1999	1,273		1,273			1,273	112,602
9	INY	395	64.5	0172	214400	Manzanar	Widen to 4-lane expwy (additional funds)	2003	7,208		7,208			7,208	119,810
9	INY	395	70.3	0191	21480K	Independence 4-lane	Widen to 4-lane expressway	2005	15,593	11,730	3,863			3,863	123,673
6	KER	58	T31.6	3455	40010K	In and near Bakersfield	4 and 8F on new 8F RW alignment	2004	276,584		275,684	245,684		30,000	153,673
7	LA	5		17860K		In Glendale	Modify Route 5/Western Ave. I/C	2003	22,256		22,256		15,600	6,656	160,329
7	LA	134		17870K		In Glendale	Modify Route 134/San Fernando Road I/C	2001	4,102		4,102			4,102	164,431
7	LA	134		18850K		In Burbank	Modify route 134/Hollywood Way I/C	2003	8,984		8,984		1,000	7,984	172,415
7	LA	710	26.5	2215	187901	In LA, Alhambra, El Sereno, &	Community involvement process for 710 fwy	2009	2,961		2,961			2,961	175,376
7	LA	710	29.4	0219N	0200A1	In So. Pasadena & Pasadena	Repair/preserv. of hist. bldgs. ; F/W only	1999	3,910		3,910			3,910	179,286
7	LA	710	34.9	2019	17190K	In Vernon and Bell	Modify I/C and ramps	2003	11,864		11,864			3,965	187,185
6	MAD	99	20.1	5410	29330K	Near Madera	4E to 4F with interchange at Ave. 22	2005	33,254	26,150	7,104			7,104	194,289
1	MEN	101	5.8	0167B	30170K	Near Hopland	Construct 4-lane expressway	2001	18,111		18,111			18,111	212,400
1	MEN	101	T43.5	0125F	262000	Near Willits	Conver 2-lane to 4-lane freeway	2003	56,573		56,467	17,300		39,167	251,567
10	MER	99	10.6	0528D	36310K	In Merced	Convert to 4-lane freeway	2004	46,797		46,797	18,500		28,297	279,864
10	MER	99	R23.8	5479	41480K	In Merced County	Convert to 4-lane freeway	2004	35,505		35,505			35,505	315,369
10	MER	99	R26.8	0546D	31696K	In Merced County	Convert to 4-lane freeway	2004	31,242		31,242			31,242	346,611

1998 Interregional Transportation Improvement Program

(sorted by Co/Rte/PM)
(Dollars in Thousands)

District	County	Route	BPM	PNO	PM	General Location	Description	First Year Const.	Grand Total	Future Total	98 STIP Total	98 RIP	98 Loc	98 IIP Cumul. Cost
5	MON	101	91.5	0058F	016180	Near Prunedale & Salinas	Construct bypass; 4 lanes w/o full I/C	2004	150,892	136,507	14,385	14,385		360,996
5	MON	156	R1.3	0057C	31600K	In Castroville	Widen to 4-lane divided expwy. (gap closure)	2004	31,954	27,453	4,501	4,501		365,497
12	ORA	5	42.1	0978T	101670	In Buena Park	Add 1 HOV lane in each direction	2002	27,624	27,624	27,624	27,624		393,121
12	ORA	91	R16.5	4671	085200	In ORA and RIV Counties	Auxiliary lanes in Orange County	2000	11,095	9,191	1,904	1,904		395,025
3	PLA	65	12.2	0145M	333800	In and near Lincoln	Route adoption, 4-lane expressway		1,493		1,493	743		395,775
3	PLA	49	2.2	4475A	36771K	South of Grass Valley	Widen to 4 lanes with cont. left turn lane	2002	21,062		21,062	9,598		407,239
8	RIV	71	0.0	0048B	44651K	Near Chino	Widen to 4-lane divided expwy	2001	7,107		7,057	7,057		414,296
8	RIV	91	R0.0	0072D	45660K	Near Corona	Add aux. ins.; Realign ramps at Green Riv. Dr	2002	31,714	28,136	3,578	3,578		417,874
8	RIV	215	42.6	0125J	44940K	In Riverside	Construct SB to EB I-215 flyover connector	2004	49,859		49,859	13,326		454,407
3	SAC	50	16.1	0220D	369600	Near Folsom	Revise interchange & construct aux. lanes	1999	10,059		10,059	2,029		462,437
3	SAC/	50	21.2	6199	44163K	About 15 mi E of Sacramento	Construct HOV lanes	2004	28,207		28,207	10,048	2,275	478,321
8	SBD	15	R20.8	0170H	44850K	Cajon Pass	Inst. median, conv. exist. rt in to truck climb in	2001	8,957		8,957	8,957		487,278
8	SBD	15	41.5	0174H	355500	Between Victorville & Barstow	Add NB outside mixed flow lane	2003	70,667	65,241	4,566	4,566		491,844
8	SBD	15	41.5	0174I	35551G	Between Victorville & Barstow	Add SB only mixed flow lane	2003	83,601		82,311	82,311		574,155
8	SBD	58	R0.0	0215C	347700	Near Kramer Junction	Const 4-lane expwy on new alignment	2006	94,133	89,644	4,489	4,489		578,644
8	SBD	58	T22.4	0217F	04351K	Near Hinkley	Realign/widen 2 to 4-lane expressway	2004	97,794	86,711	11,083	11,083		589,727
5	SBT	156	3.3	0297	34490K	San Juan Bautista	Widen to 4-lane expressway (gap closure)	2005	35,239	26,686	8,553	8,553		598,280
4	SCL	152	11.0	0484	152000	In SCL and SBT Counties	Construct hwy on new alignment. ED only	2009	259,000	252,000	7,000	7,000		605,280
5	SCR	17	10.8	0464	44640K	North of Santa Cruz	Construct truck climbing lane	2004	9,269		9,269	2,000		612,549
11	SD	905	5.7	0374K	093160	In Otay Mesa in SD County	4-lane expressway(RIW for 6-lane fwy)	2003	178,651	92,198	84,621	28,000		669,170
2	SHA	299	5.3	0166C	27032K	Buckhorn (Lower, Foothill)	Realign roadway, segment 1B	2003	7,356		7,356	7,356		676,526
2	SHA	299	6.5	0166B	27033K	Buckhorn (Lower, Valley)	Realign roadway, segment 1A	2003	7,165		7,165	7,165		683,691
2	SIS	97	49.3	0244A	28790K	Dorris	Construct 2-lane expressway	2004	18,870		18,870	9,435		693,126
10	SJ	99	18.6	7673	44540K	In Stockton	Widen to 6 lanes in median	2002	27,007		27,007	14,293		705,840
10	SJ	205	R3.4	7965B	30016K	In Tracy	Widen 4-lane to 6-lane fwy	2005	54,104	48,201	5,903	2,951		708,792

1998 Interregional Transportation Improvement Program

(sorted by Co/Rte/PM)
(Dollars in Thousands)

District	County	Route	PM	PN	General Location	Description	First Year Const.	Grand Total	Future Total	98 STIP Total	98 RIP	98 Loc	98 IIP	98 IIP Cumul. Cost
5	SLO	46	32.2	0226A	3307JK	East of Paso Robles	Widen from 2-lane hwy to 4-lane expwy	2004	62,678		62,678	29,732	32,946	741,798
5	SLO	46	51.0	4542	45420K	In SLO East of Paso Robles	Lengthen EB & WB passing lanes	2002	5,932		5,932		5,932	747,670
4	SM	1	36.6	0826	112371	In San Mateo County	Construct 2-lane tunnel with approaches	2000	70,171		70,171	65,171	2,500	760,170
4	SOL	80	12.3	8274	0T160K	Route 80/680 I/C in Fairfield	Recon. I-680 direct connectors & aux. lanes	2003	6,914		6,914		6,914	757,084
4	SOL	80	30.9	8378	33770K	In and near Vacaville	Convert 6-lane hwy to 8-lane hwy, ED only	2006	44,230	41,230	3,000		3,000	760,084
4	SOL	29/3	4.2/9.	0831D	0T1421	In Vallejo	Const. Rte 29/37 interchange, Phase III	2001	54,100		54,100	14,000	40,100	800,184
4	SON	101	19.5	24540K	Route 101 in Sonoma County	2 HOV lanes & modify interchanges	2004	61,530	4,700	56,830	44,830		12,000	812,184
3	SUT	70	0.2	0289B	368410	Near E Nicolaus	Construct 4-lane expressway	2004	44,469		44,469		44,469	856,653
3	SUT	98	8.7	1A4310	In Sutter Co. near Nicolaus	Widen to provide 4-lane segment	2002	9,621		9,621			9,621	866,274
3	SUT	99	12.9	434900	About 12.2 mi So. of Yuba City	Construct passing lane & widen	2000	4,426		4,426			4,426	870,696
3	SUT	99	16.8	1A4330	South of Yuba City 70/99	Widen to provide 4-lane segment	2002	9,895		9,895	8,471		1,424	872,120
3	SUT	99	21.4	1A4620	In Sutter Co. So. of Yuba City	Widen to 4 lanes & left turn pockets	2002	14,627		14,627			14,627	886,747
3	SUT/	70	5.0	0289P	396420	North of E Nicolaus	Construct 4-lane expressway	2004	53,329	50,158	3,171		3,171	889,918
2	TRI	299	26.7	0301H	28820K	Near Big Bar	Construct EB and WB passing lanes	2003	4,093		4,093		4,093	894,011
10	TUO	120	856.5	4934	24340K	Near Yosemite	Yosemite Area Regional Transit System	1999	2,680		2,680		2,680	896,691
7	VEN	126	22.3	2117	17830K	In Fillmore	Widen Roadway	2000	1,868		1,868		1,868	898,359
3	YUB/	70	8.3	0364A	37230K	Proposed Marysville bypass	Construct expressway on new alignment	2015	361,881	375,881	6,000	3,000	3,000	901,359
3	YUB/	65	9.2	0362A	29730K	From Rte 70 in Yuba County	Construct 4-lane expwy & Bt. on new align.	2009	164,028	177,782	6,246	4,500	1,746	903,105

March 11, 1998
Agenda Item 8.4



DATE: March 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: MTC Development of New Federal Funding Distribution Process

The Metropolitan Transportation Commission (MTC) approved a process for the distribution of funding from the pending federal transportation funding authorization act at their February meeting. The regional process for programming federal funds responds to the need to "fill in gaps" created by the recent changes to the State Transportation Improvement Program (STIP) process. The recently completed regional portion of the STIP does not address the needs created by the elimination of some state programs under the revisions to the STIP process. MTC refers to this as a Parallel Strategy for flexible federal funding that compliments the new STIP procedures.

Under MTC's adopted proposal, 25% of the federal funds will be programmed for regional discretionary reserve. Acting on the attached letter from STA staff, the MTC Partnership agreed to add safety projects as eligible for the 25% discretionary funding. After the 25% for regional projects and the required Transportation Enhancement Activity funds are taken off the top, the remaining funds would be returned to counties on a percentage formula yet to be determined. A 15% reserve would be withheld from the return to source funds for adjustments to county shares.

The priorities for the federal funds would recognize statutory requirements, system operations needs, place an emphasis on maintaining the existing system, and require that road and transit maintenance needs are addressed before the federal funds can be used for capacity expanding projects. The attached principles outline the approach. We expect the programming process to begin after adoption of a new federal transportation funding authorization act.

Attachments

Date: February 25, 1998
W.I.: 51.2.10
Referred by: WPC

RE: Programming Policies and Procedures for Federal Flexible Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3053

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, as the regional transportation planning agency, MTC is responsible for assisting in the programming of federal transportation funds; and

WHEREAS, the federal funding program for transportation authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), is subject to renewal in 1998; and

WHEREAS, it is anticipated that the renewal of the ISTEA funding program will retain most of the current flexible funding features;

WHEREAS, MTC desires to begin the planning and programming process in anticipation of the renewal of ISTEA; and

WHEREAS, MTC and project sponsors have reviewed the programming policies and procedures for federal flexible funds set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; therefore, be it

RESOLVED, that MTC approves the programming policies and procedures for federal funds as set forth in Attachment A; and, be it further

RESOLVED, that Attachment A is subject to modification to incorporate necessary changes required by the renewal of ISTEA when passed.

METROPOLITAN TRANSPORTATION COMMISSION



James P. Spring, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 25, 1998

Date: February 25, 1998
W.I.: 51.2.10
Referred by: WPC

Attachment A
Resolution No. 3053
Page 1 of 4

Principles for Programming Federal Flexible Funds under ISTEA Reauthorization

I. INTENT

The federal flexible discretionary program will complement the investment decisions made as part of the 1998 State Transportation Improvement Program (STIP). Specifically, investment priorities described below will be used to develop a program for federal flexible dollars, guided by Regional Transportation Plan (RTP) principles, consideration of varying needs within the region, and investment needs that remain, county by county, after the 1998 STIP. Under ISTEA Reauthorization, flexible discretionary revenues are expected to be provided through the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) categories.

II. INVESTMENT PRIORITY PRINCIPLES

Federal STP and CMAQ funds are unique in their ability to address a large number of capital investment needs, due to their flexible eligibility criteria. Consequently, the region must rely on these funds to serve a wide variety of projects that would not be eligible for other funds. The following order of priorities is intended to allow MTC to adopt a federal program that will make a reasonable level of investment against a broad spectrum of demand.

- A. For federal flexible discretionary funds, two areas of investment must be provided for statutorily. First, the funding of transportation control measures (TCMs) will be a priority for the programming of CMAQ funds, to supplement the funding of TCMs, both state and federal, from other sources. Second, the funding of transportation enhancements (TEA) will be established through a mandated set aside through the STP program.

In addition to these statutory provisions, reauthorized ISTEA funds are required for prior STP commitments programmed in federal fiscal years 1997/98 and 1998/99 in the 1997 Transportation Improvement Program (TIP). Taken together, these requirements will be first priority for STP and CMAQ funds.

- B. 1998 STIP Fund Estimate levels and the relatively constrained programming that was evidenced through MTC's 1998 Regional Transportation Improvement Program (RTIP) reinforces the fact that capacity enhancement through physical expansion will be

insufficient to address demands on the Bay Area transportation system. Consequently, system management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of existing infrastructure. Such strategies should be designed to improve the use and safety of the existing multi-modal transportation system, in the most cost-effective manner possible

- C. The Commission's adopted Transportation Land Use policy statement which emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community oriented strategies that may not be eligible for TEA funding will be a focus of federal flexible funding investment.
- D. Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional, or local funding sources.
- E. Capacity expansion dominated the region's capital investment program in the 1998 STIP. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and management needs as outlined above are addressed either in the STIP/federal program or from other sources of revenue. Any investments made in capacity expansion with federal flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

III. PROCESS PRINCIPLES

- A. Statutory funding eligibility under the ISTEA flexible programs is collectively expected to be broader than that under the 1998 STIP. Consequently, a greater array of relevant stakeholders and project sponsors will expect to be actively engaged in the project level programming process. MTC and the Partnership must ensure that equal access to that process is provided for all participants.
- B. Within the framework of achieving the above investment principles, equity in terms of geographic distribution will be incorporated as part of the federal flexible funding programs.

IV. PROGRAMMING STRUCTURE

To reflect and ensure the order of investment priorities discussed above, and to achieve a balance between geographically based return to source expectations and regionally needs which are not defined by or limited to county boundaries, the following basic distribution of federal and state funds would be established in the programming of federal flexible

funds. The structure and current funding estimates for levels within the structure, are illustrated in Table 1.

- A. For transportation enhancement projects (TEA) as outlined in section II.A above, a set-aside will be reserved from available STP funds for a regionally competitive program. The amount will be dictated by levels set by reauthorization and appropriation levels set by Congress, to be split 50%/50% between the federal flexible funding programmed at the regional level, and the Bay Area county shares established for the STIP.
- B. For the system operations and management investments outlined in section II.B and the community enhancement projects outlined in section II.C, a 25% set aside of the combined total of available STP and CMAQ funds will be established for a regionally competitive program. Within these investment categories, projects that qualify as TCMs will be given additional priority for CMAQ funding.
- C. Of those funds remaining after providing the TEA reserve and 25% regionally competitive program, 85% of that amount will be distributed on a return-to-source basis, formula to be determined, for the following purposes, in priority order:
 - 1. Prior 1997 TIP programming commitment listed in section II.A above
 - 2. Outstanding 1998 STIP funding commitments to the multimodal BART and Caltrain projects.
 - 3. At the discretion of the county, any system operation/management or community enhancement projects that cannot be accommodated in the 25% regional discretionary program established in IV.B.
 - 4. Preservation and maintenance of the existing system, as listed in section II.D above.
 - 5. Cost-effective capacity expansion listed in section II.E above, only after establishing that preservation and maintenance needs have been addressed through the federal flexible program, or other federal, state, regional or local fund sources.

The remaining 15% of funds will be used as an adjustment factor in this return to source category, to address multi-county distributions, small county share limitations, or other concerns.

- D. For all of the programming categories outlined in section IV, project specific selection, evaluation and ranking criteria must be established.

TABLE 1
Federal flexible Funds
25% Regional Discretion/ 75% Return to Source
(figures in millions of \$)

	<u>Region</u>
REVENUES	
STP/CMAQ revenue (1)	<u>\$630.3</u>
REGIONAL COMPETITIVE PROGRAMS	
25% Reg Discretionary Reserve (2)	\$157.6
TEA reserve (3)	\$18.6
Subtotal Regional Reserve: (Investments II.A,B,C)	<u>\$176.2</u>
Rev. Balance	\$454.1
85% RETURN TO SOURCE	<u>\$386.0</u>
1997 TIP Program Commitments (Investment II.A)	[\$ 99.9]
BART/Caltrain STIP commitments	[\$ 16.5]
Subtotal w/o Rehab	\$116.4
Balance for Rehab/other (4) (Investments II. D,E)	[\$269.6]
15% ADJUST. RESERVE- return to source	<u>\$ 68.1</u>

Notes:

- (1) Revenues are estimated for 6-year period federal FY 97/98 to 2002/03. These will have to be adjusted once Congress completes the reauthorization of ISTEA.
- (2) 25% reserve calculated on STP/CMAQ estimate; for regionally competitive projects, tentatively divided to include \$5 million per year target for community enhancement projects and the remainder for system operations, with CMAQ priority assigned to TCMs in these categories.
- (3) The TEA reserve in STP is regionally competitive; the companion STIP TEA is return to source based.
- (4) All counties would be required to address identified transit and local streets and roads rehab needs as priority before other needs, including expansion.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

February 9, 1998

Area Code 707
422-6491 • Fax 438-0656

Members: Therese McMillan
Metropolitan Transportation Commission
101 Eighth Street
Benicia Oakland, CA 94607

Dixon
Fairfield RE: Federal Funding Strategy

Rio Vista
Solano County Dear Therese:

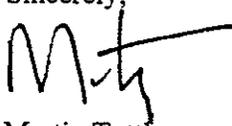
Suisun City
Vacaville
Vallejo
Martin Tuttle
Executive Director
As per our telephone conversation, I am writing to propose that the suggested 25% regional discretionary/competitive element of Alternative B be amended to allow the Bay Area's counties with populations under 500,000 to propose safety projects for funding in this category. The safety projects would include such low-cost improvements as centerline reflector and edge striping, installation of left turn pockets and the widening of road shoulders.

The intent of this proposal is to ensure an equitable distribution of federal funds throughout the Bay Area. The amendment will allow the Bay Area's smaller counties (Solano, Napa, Marin and Sonoma) to compete for a category of funds that otherwise will strongly favor our region's urban counties.

For example, attached is the list of 98/99 TSM projects submitted prior to the passage of SB 45. Only six were proposed from the four smaller counties in the North Bay and only three were recommended for funding, compared to the 14 recommended for funding in other counties (see attachment B). The proposed system management and operational improvements from the smaller counties simply do not score well compared to the projects from larger urban counties in the region, given their population densities.

In Solano, the proposed safety projects amendment is especially critical. Our county roads are generally narrow two-lane facilities with no shoulders, posing a threat to the growing number of motorists and bicyclist/pedestrians that use them. Recent focus groups and surveys have identified the need for safety projects as the number one priority in the county. Thus, we need a flexible federal programming strategy that allows our safety project needs to have access to this proposed discretionary source of funds.

Thank you for your consideration of this proposal. Please call me if you have any questions.

Sincerely,

Martin Tuttle
Executive Director

Attachments

cc: Members, Finance Committee Task Force



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5d

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Memorandum

TO: Legislation and Public Affairs Committee (LPAC)

DATE: Feb. 6, 1998

FR: Deputy Executive Director

W.I.: 13110

RE: President's FY 1999 Federal Budget Request

President Clinton submitted his Fiscal Year 1999 budget to Congress this week. His budget would increase federal spending levels on transportation programs to \$43.3 billion, \$431 million more than the FY 1998 enacted budget of \$42.8 billion. Attached is a chart that details the President's proposal.

The President would fund the highway program at \$23 billion, similar to current year levels. The mass transit program would be funded at \$4.8 billion, also roughly the same as current year levels. Although this request is essentially a status quo budget, it is worth remembering that the FY 1998 budget increased funding for the highway program by 16% and the transit program by 11% over FY 1997 levels.

With respect to the federal transit program, the following changes are being proposed:

- 1) The Section 9 operating assistance program would be eliminated. Instead, for all urbanized areas, Section 9 funds could continue to be spent on preventive maintenance activities as was allowed in the FY 1998 appropriations bill. In addition, for urbanized areas with populations under 200,000, Section 9 funds could be used for capital or operating needs with a local match of 50% for operating and 20% for capital purposes.
- 2) The Section 3 fixed guideway and bus programs would be incorporated into the Section 9 urbanized area formula program. The fixed guideway funds would still be distributed under the current formula, and the bus money would be distributed under the Section 9 formula. This same Administration proposal was rejected by Congress last year.
- 3) The Section 3 new rail starts program would be funded at \$876 million, its highest ever level. For the Bay Area, the budget proposes earmarks of \$100.6 million for the BART extension to San Francisco International Airport and \$38.7 million for Santa Clara's Tasman West project.

- 4) As proposed last year, an "Access to Jobs " program would be created. \$100 million would be set aside to fund new or modified services to help individuals move from welfare to work.
- 5) As part of a global warming package, the President proposes to set the tax-free monthly transit pass benefit at the same level as the tax-free monthly parking benefit (\$170 per month), effective in FY 1999.

Please note that this budget is being submitted while ISTEA's temporary extension is set to expire on May 1, 1998. Thus, actions by the House and Senate appropriations committees in reviewing the President's proposal may need to be reconciled later with any changes to ISTEA made by the authorizing committees.



William F. Hein

WFH/KF/lw/J/Committee/LPAC/PcktCurr/PresBudg
Attachment

**FY 1999 Department of Transportation Appropriations
Compared to FY 1998 Actuals**

In Millions	FY 1998 Actual	FY 1999 Proposed	Percent Change
Highway Program (National)			
Total Highway Program	\$23,270.00	\$22,795.00	-2.0%
- Core Highway Program (Obligation Ceiling)	\$21,580.00	\$21,500.00	-0.4%
- Intelligent Transportation Systems	\$196.00	\$196.00	0.0%
- State Infrastructure Banks	\$0.00	\$150.00	
Transit Programs (National)			
Total Transit Program	\$4,843.70	\$4,776.00	-1.4%
- Transit Formula Program (1)	\$2,500.00	\$3,709.20	48.4%
- Section 9 Operating Limit (2)	\$150.00	\$0.00	-100.0%
- Section 9 Capital (Urbanized) (1)	\$2,153.70	\$3,411.00	58.4%
- Section 3 Bus Facilities (1)	\$400.98	n.a.	n.a.
- Section 3 Fixed Guideway (1)	\$799.02	n.a.	n.a.
- Section 3 New Rail Starts	\$800.00	\$876.00	9.5%
- Section 16 (Elderly and Disabled)	\$62.20	\$63.00	1.3%
- Section 18 (Rural)	\$134.10	\$135.00	0.7%
- Section 8 Planning	\$92.00	\$91.90	-0.1%
- Access to Jobs	\$0.00	\$100.00	
Transit Program - Bay Area Detail (3)			
Section 9 SFO/UA	\$89.83	TBD	
Operating Limit	\$1.67	\$0.00	
Capital	\$88.16	TBD	
Section 9 San Jose/UA	\$23.72	TBD	
Operating Limit	\$0.57	\$0.00	
Capital	\$23.15	TBD	
Section 3 Fixed Guideway SFO/UA	\$52.03	n.a.	
Section 3 Fixed Guideway S/JUA	\$4.78	n.a.	
Section 3 New Rail Starts to MTC	\$51.30	\$139.30	171.5%
Section 3 Bus to MTC (4)	\$4.70	n.a.	

(1) Section 3 Fixed Guideway and Bus programs would be incorporated into overall formula program. The fixed guideway program would still be distributed under the current statutory formula.

(2) Expanded capital definition replaces operating assistance in urbanized areas (UZAs) of more than 200,000 persons. Expanded capital includes "preventive maintenance" costs of transit assets. UZAs under 200,000 may use formula funds for capital or operating purposes.

(3) Bay Area figures cannot be determined for the Section 9 program and Section 3 Fixed Guideway program because the President's budget did not identify which portion of the formula funds would be distributed under the fixed guideway formula. Since the overall FY 1999 transit program is similar to FY 1998, the FY 1999 Bay Area apportionments would likely be similar to FY 1998. We will estimate Bay Area apportionments in future updates of this chart if, as expected, the Congress marks up the FY 1999 appropriations bill pursuant to existing law.

(4) The President's budget earmarks \$100.6 million to the BART SFO Airport extension and \$38.7 million to the Santa Clara VTA Tasman West rail extension.