



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

May 13, 1998
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
SolanoLinks Recognition **
5:30 pm
Regular meeting
6:00 pm

**Please note the SolanoLinks reception immediately prior to the Board meeting
in the first floor lobby (4:00-6:00 pm)

ITEM

- 1.0 Call to Order - Confirm Quorum
- 2.0 Approval of Agenda
- 3.0 Executive Director 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 April 8, 1998. Page 11
- 6.2 Draft Minutes of April 29, 1998 TAC meeting. Page 19
- 6.3 City of Vacaville Administrative Services. (Martin Tuttle) Page 23
- 6.4 Bicycle and Pedestrian Access from the Carquinez Replacement Bridge and the New Benicia-Martinez Bridge. (Dan Christians) Page 29
- 6.5 Hours for I-80 High Occupancy Vehicle (HOV) Lane. (Martin Tuttle) Page 37
- 6.6 FY 1998-99 TDA/STAF Claim. (Matt Todd) Page 47
- 6.7 Subsidized County Taxi Service. (Matt Todd) Page 55
- 6.8 Solano Requests for Project Study Reports (PSRs). (Kim Kloeb) Page 57
- 6.9 AB 96 (North Coast Rail Authority). (Martin Tuttle) Page 63
- 7.0 ACTION ITEMS: FINANCIAL
- 7.1 1998-99 STA Priority Projects/Project Development Funding. (Martin Tuttle) Page 67
- 8.0 ACTION ITEMS: NON-FINANCIAL
- 8.1 Red Top Slide/McGary Road Closure. (Martin Tuttle) Page 85
- 9.0 INFORMATION ITEMS: NO ACTION NECESSARY
- 9.1 Board Members Comments.
- 10.0 Adjourn. (Next Meeting: June 10, 1998)



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May 13, 1998
Agenda Item 3.0

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle 
RE: EXECUTIVE DIRECTOR'S REPORT

Martin Tuttle
Executive Director

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

***Priority Projects:** Staff, in consultation with the Executive Committee, proposes several items that are worthy of discussion on the consent calendar in order to focus this month's Board meeting on reviewing strategies to advance the STA's priority projects for the upcoming fiscal year (agenda item 7.1).

SolanoLinks: SolanoLinks is to receive a TRANNY award on May 6 as the California Transportation Foundation's "Transit Management Project of the Year." The promotional campaign begins May 10 with 70,000 newspaper inserts being distributed throughout the county (see enclosure), along with the airing of a 60-second commercial on local cable channels. The campaign is targeted for "Try Transit Week" May 10-16. The Wiseman Company is hosting a "SolanoLinks Day" reception in our lobby immediately proceeding this month's Board meeting from 4:00 - 6:00 p.m.

***Administrative Services:** Staff proposes to extend the contract with the City of Vacaville to provide accounting, benefit management and legal services to the STA for an additional year in agenda item 6.3. The city's proposed 3% increase was anticipated and contained in the 1998/99 STA budget approved by the Board in April.

Solano Transportation Plan: A meeting of the SEDCORP Transportation Action Team will be soon scheduled to review possible language for an advisory ballot measure as recommended in the adopted plan. The Zahn Group has been selected to design and print the plan.

1998 State Transportation Improvement Program (STIP): Reports concerning the STA's bid for state discretionary funds for the Highway 37/29 interchange and I-80/680 interchange projects continue to be positive. The California Transportation Commission (CTC) must adopt the new STIP at their June 2/3 meeting in Orange County.



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Executive Director's Report, page two

ISTEA Renewal: The House and Senate conference committee continues to meet to work out differences between their respective bills. Earmarked funds for the I-80 Reliever Route (\$7.4 million) and Wilson Avenue (\$1 million) are only contained in the House bill. Some speculate the conference committee will complete their work by May 25, the start of the Memorial Day recess. More details are included in the attached report from The Ferguson Group. Board members Slade and Lessler lobbied for reauthorization and the Solano earmarks during the Fairfield-Suisun Chamber of Commerce's annual trip to Capitol Hill May 4-7.

***I-80 Carpool Lanes:** MTC is preparing a draft report in response to State Senator Richard Rainey's legislation (SCR 78), which requests Caltrans, CHP and MTC to jointly conduct a study of the I-80 HOV lanes -- looking primarily at hours of operations. Staff proposes in agenda item 6.5 to review and comment on the report, prior to it being reviewed by MTC in June.

Capitol Corridor: The parties involved in the transfer of the service from Caltrans to the Capitol Corridor Joint Powers Board (CCJPB) are still working on a June 1, 1998 transfer. If all agreements are completed, a special CCJPB meeting will be held on May 28 in Suisun City.

Highway 37: The Federal Highway Administration is expected to sign the Record of Decision in early June, allowing for the start of design and right-of-way acquisition. A new project manager is expected to be named in the next few weeks. The project was officially turned over to Caltrans District 4 (Oakland) from District 10 (Stockton) on April 19.

Upcoming events

May 21	Highway 12 Association in Rio Vista
May 27	Metropolitan Transportation Commission meeting in Oakland
May 27	SolanoLinks Intercity Transit Consortium in Suisun City
May 27	STA TAC meeting in Suisun City
May 28	Capitol Corridor Joint Powers Board in Suisun City
June 2/3	California Transportation Commission in Orange County
June 10	STA Board meeting in Suisun City

Attachments

Priority project status report
The Ferguson Group report
Correspondence from Senator Mike Thompson re: SolanoLinks

**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 fall 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, did not receive a federal earmark
Federal Lobbyist STA	\$22,500	*	\$0	-Seeking Reliever Route and bus purchase earmarks
Ferry Feasibility Study Benicia	\$2,000	\$12,000	\$2,000	-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	*	*	*	-FHWA expected to sign the ROD 6/98 -Highway 29/37 interchange proposed for 1998 STIP funding by Caltrans
I-80/I-505 Weave Correction Caltrans, Vacaville	*	*	*	-Vacaville pursuing interim project with local funds
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Proposed by Caltrans for STIP funding
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	\$2,815	-Newspaper insert and cable ads to begin May 10
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	\$2,711	\$11,214	-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	\$27,500	-Final Draft adopted at April 8 meeting -Design/printing to be completed in June
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$150,000	\$209,711	\$44,929	

* No funds allotted at this time

\$359,711

** Total cost of the Intercity Transit Plan Marketing and Planning services through March 31 is \$98,540

*** 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

**The Ferguson Group
 Solano Transportation Authority
 Summary of Activity – April 1998**

Monitor Transportation Appropriations status. Communications with Northern California congressional delegation staff on status of Fiscal Year 1999 Transportation Appropriations project:

- SolanoLinks Intercity Transit Consortium Buses Purchase Project (\$2.7 million).

Monitor ISTEA Reauthorization status. Coordinate meeting with congressional staff regarding I-80 Reliever Route project. Communications with Northern California congressional delegation staff on status of ISTEA Reauthorization legislation and projects, including:

- I-80 Reliever Route;
- Wilson Avenue Extension; and
- Dixon Grade Crossing.

Support congressional staff with information regarding projects. Monitor appropriations and ISTEA Reauthorization process and results. Provide legislative status reports and updates to Solano Transportation Authority staff as requested. Continue to provide analysis and recommendations to staff regarding legislative agenda. Begin coordinating meetings with Senate California staff.

<i>Project</i>	<i>Request</i>	<i>Status</i>	<i>Notes</i>
I-80 Reliever Route ISTEA Reauthorization	\$59 million requested (Rep. Riggs).	\$7.4 million earmarked in BESTEA (House ISTEA Reauthorization)	House/Senate Conference ongoing. Please see attached report for details.
Wilson Ave. Extension ISTEA Reauthorization	\$5.68 million requested (Rep. Miller).	Checking with congressional staff regarding status.	House/Senate Conference ongoing. Please see attached report for details.
Dixon Grade Crossing ISTEA Reauthorization	\$3.85 million requested (Rep. Fazio).	Checking with congressional staff regarding status.	House/Senate Conference ongoing. Please see attached report for details.
Intercity Buses Transportation Approps	\$2.7 million requested (Rep. Miller, Rep. Fazio, and Rep. Riggs).	Joint letter submitted to House Transportation Approps Subcomm.	Approps markups likely to begin in May.

**THE FERGUSON GROUP
FEDERAL TRANSPORTATION REPORT
105th Congress, Second Session
April 27, 1998**

HIGHLIGHTS:

ISTEA REAUTHORIZATION

The House and Senate conference to reconcile ISTEA legislation (H.R. 2400 / S. 1173) began on April 22nd. Conferees are aiming to finalize by Memorial Day recess.

TRANSPORTATION APPROPRIATIONS

House and Senate Transportation Appropriations Subcommittees are awaiting a finalized congressional budget resolution to start the annual appropriations process.

ISTEA Reauthorization

House and Senate conferees on the rewrite of the Intermodal Surface Transportation Efficiency Act (ISTEA) officially began their work April 22nd, saying they will make an all-out push to finalize the legislation in the next few weeks and thereby prevent a prolonged cutoff in construction monies to the states.

House Transportation and Infrastructure (T & I) Committee Chairman Bud Shuster (R-PA) won his battle to chair the conference, in exchange for a commitment to Senate Environment and Public Works (EPW) Committee Chairman John Chafee (R-RI) that the Senate will chair not only the next highway conference, but the next multi-year reauthorization as well.

With the short-term ISTEA extension prohibiting states from obligating any funds after May 1st, Chairman Shuster and Chairman Chafee said they are aware that a lengthy lapse will hurt highway construction programs. But with the legislation (H.R. 2400 / S. 1173) raising many controversial and complex issues, lawmakers acknowledged that states are

certain to experience at least a short-term lapse of funding and none of the key transportation leaders in the House or Senate is willing to push any new short-term extension. So, they probably will not complete their work until the Memorial Day recess begins on May 25th.

Lawmakers, however, may be hard pressed to even meet the deadline, with several voicing concerns that indicate the conference will be long and contentious. Among the items that already are creating sparks among conferees are funding for competing programs and individual projects. And, both sides played up their own bills, as well as their lop-sided votes when they were passed earlier this year.

Before the House and Senate conferees can work out the highway and transit funding and formula issues, they need an agreement on the overall spending limits for the bill. The question is not limits for this year; it is agreed that the final bill will conform to the funding levels of the already-enacted FY98 Department of Transportation appropriations bill (P.L. 105-66). The real job is to bring funding for the next five years of the six-year package in line with the government-wide balanced budget plan, or vice versa. So far, the leaders say that transportation must conform to the budget, even though the history of the pending bill indicates otherwise. The Republican leadership has stayed locked in on its refusal to budge from the flatline spending limits for transportation and other federal programs that were set in last year's update of the multi-year balanced budget deal, which would, if followed, produce a zero annual deficit in 2002.

Another tough issue for conferees will be finding the offsets necessary to cover the extra spending authorized by the House and Senate bills. A total of \$26 billion in offsetting cuts to non-transportation programs must be identified if the more expensive \$218 billion funding level in H.R. 2400 is agreed to. The cuts would be necessary to stay within limits imposed by the balanced budget resolution Congress adopted last spring (H.Con.Res. 84, H.Rpt. 105-116). However, House Budget Committee Chairman John Kasich (R-OH) does not intend to mark up the budget resolution until early May. Chairman Kasich seems to be distancing himself from the question of transportation funding, which should be controlled by the annual budget resolution but apparently not this time, if ISTEA funding is settled before the budget. The Senate already has passed their FY99 budget resolution (S.Con.Res. 86) that identifies offsetting cuts of \$18.5 billion in outlays that would be necessary if the Senate funding level for transportation were adopted.

Besides their own differences in addressing many of ISTEA's policies, House and Senate conferees also will have to deal with the Clinton Administration's rising opposition to their legislation. While the Administration earlier questioned their total funding levels -- \$218

billion in H.R. 2400 and \$214 billion in S. 1173 -- it came out in opposition to the plan after the Senate Budget Committee proposed using as offsets the same savings that President Clinton identified to cover his new spending initiatives. But besides the opposition of Clinton administration budget hawks, Senate Budget Committee Chairman Pete Domenici (R-NM) and other conferees are expected to oppose many elements of the legislation, including the House language to take the Highway Trust Fund off budget.

House and Senate staff have already met for about three weeks on the legislation, so far few agreements have been reached. Among the areas of agreement were: emergency relief, recreational trails, gas tax

evasion, variable pricing pilot project, bicycle transportation and pedestrian walkways, design guidance, disadvantaged business enterprises (DBE), and National Highway System (NHS) components.

On emergency relief, conferees agreed to reauthorize the program with language proposed by the Senate. However, the funding levels remain open, as are some details of the program. In what appears to be a win for western states, the House and Senate agreed to reauthorize ISTEA's recreational trails program, with the House receding to Senate provisions with modifications. While both the Clinton Administration and the House had wanted to keep the federal share of the program's cost to 50 percent, conferees now have agreed to the Senate plan to increase that share to 80 percent. But, again, the actual funding levels have not been set.

The House also accepted the Senate provision continuing ISTEA's DBE program and, with some changes, the Senate provision incorporating the NHS intermodal connectors that were identified by the states and the Federal Highway Administration (FHWA). The Senate took House provisions for bicycle transportation and pedestrian walkways with modifications. The provision aims at ensuring that bicyclists and pedestrian needs are addressed in the transportation planning process. The Senate also accepted the House provision on design guidance with modifications. The changes call for the development of guidance on how to accommodate bicyclists and pedestrians in highway and street designs.

The agreement on provisions to discourage gas tax evasion combines elements of both bills. While actual funding levels remain open, the conferees agreed that Internal Revenue Service program to coordinate state gas tax evasion projects should be funded with contract authority from the Highway Trust Fund. Also, the agreement calls for states to be able to use a small amount of their regular apportionments to help fight gas tax evasion. Also, conferees agreed to a Senate plan to expand

ISTEA's variable pricing pilot project program. Under the plan, the number of projects would grow from five to 15.

Also, likely to be temporarily kept on hold is the legislation's treatment of highway and transit projects. While the House bill has more than 1,500 such projects, the Senate bill has few specific project earmarks. However, the Senate bill does have many provisions aimed at addressing lawmakers' special programs and facilities and also includes \$900 million for the Woodrow Wilson Bridge. House T & I Committee Chairman Shuster has acknowledged criticism of the earmarks and stated he would not have a problem if the conferees decided to eliminate the projects, as long as the monies in the Highway Trust Fund are unlocked to address the country's infrastructure needs. Yet, he doubts the final bill will not carry such projects.

Transportation Appropriations

The House and Senate Transportation Appropriations Subcommittees are awaiting a congressional budget resolution, which must be agreed upon by both the President and Congress. The congressional budget resolution sets the spending levels for each fiscal year and is used as a guideline for the 13 appropriations committees to prepare spending bills.

On April 2nd, the Senate passed their bill (S.Con.Res. 86). The House Budget Committee, however, is not expected to take up their bill until early May. Any action on appropriations bills is likely to begin after the Memorial Day recess.

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

California State Senate

SENATOR
MIKE THOMPSON
SECOND SENATORIAL DISTRICT

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



April 10, 1998

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

Dear Mr. Tuttle:

Congratulations to you and your Solano Link staff for being honored by the California Transportation Foundation as the state's top management project. This is quite an honor, especially considering that the program is still very new.

You are doing great work at a time when we all need to be very creative and innovative in our approach to mass transit.

Again, my congratulations, and if I can ever be of assistance to you or your staff, please contact my office.

Sincerely,

A handwritten signature in blue ink that reads "Mike".

MIKE THOMPSON
Senator, 2nd District

MT:cd



**SOLANO TRANSPORTATION
AUTHORITY**

**Minutes of Meeting of
April 8, 1998**

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

Chairman Erickson called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS
PRESENT:**

Don Erickson
Jerry Hayes
Steve Lessler
Marci Coglianese
Barbara Kondylis
Jim Spering
Rischa Slade
Dan Donahue

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

**MEMBERS
ABSENT:**

None

**ALSO
PRESENT:**

Gary Andrews
Alan Nadritch
John Ash
Don Reynolds
Jim Williams
Morrie Barr
Kevin Daughton
Bob Grandy
Joyce Moody
Pam Saur
Bernice Kaylin
Frank Friedman
Dana Carpio
Gary Falati
Mary McCarthy
Mike Pechner
Will Kempton
John Gray
Elizabeth Richards
Donna Harr
Larry Sauer
Martin Tuttle
Kim Kloeb
Dan Christians
Matt Todd
Stacy Medley
Otto Bertolero
Paul Hom
Gary Leach

Amos and Andrews
City of Benicia
Benicia Industrial Park
Caltrans
Citizen
City of Fairfield
City of Fairfield
Grandy and Associates
Citizen
League of Women Voters
League of Women Voters
Lucky Stores
Prudential Realty
SEDCORP
SEDCORP
Citizen
Smith and Kempton
Solano County
Solano Commuter Information
Solano County Citizens Land Alliance
SR Systems, Inc.
STA
STA
STA
STA
STA
City of Suisun City
City of Vacaville
City of Vallejo

2.0 Approval of Agenda

Member Spering made a motion to approve the agenda that was seconded by Member Slade and approved unanimously.

3.1 Approval of Solano Transportation Plan

Martin Tuttle noted that the Plan had been developed in cooperation with the Solano Economic Development Corporation (SEDCORP). Tuttle introduced Gary Andrews, the chairman of the SEDCORP Transportation Action Team.

Mr. Andrews said the Plan provided a clear vision, but that funding for the Plan was lacking. Mr. Andrews also said that the STA staff had approached the Plan very professionally, and the Plan is a worthwhile product.

Martin Tuttle provided a short presentation summarizing the Plan. He thanked the SEDCORP Transportation Action Team, Bob Grandy of Grandy Associates, and Will Kempton of Smith and Kempton. Tuttle noted that public forums had been held in Vacaville, Fairfield, and Vallejo to gain public input. Tuttle said the Plan shows a shortfall of over \$700 million in transportation funding. Tuttle summarized the projects proposed in the Plan, and outlined four tasks to implement the Plan.

- Seek new local funding
- Deliver already programmed projects
- Advocate for additional state and federal funds
- Educate the public on the need for local funding

Chairman Erickson said the Plan provided a clear vision, and was a landmark for the STA and Solano County.

Member Spering said the Plan was needed to take a look at the overall transportation needs in Solano County. He noted that the existing system must be maintained. Member Spering said that adoption of the Plan was the beginning of this effort, not the end. Member Spering also said the next step would be to analyze the connection between land use and transportation. He suggested that the Plan be placed as an advisory measure on the November ballot.

Member Kondylis asked if approval of the Plan constituted approval of a local option sales tax. She stated that the Solano County Board of Supervisors did not support a local option sales tax for transportation. Martin Tuttle said that approval of the Plan did not constitute approval of a local option sales tax.

Member Hayes said the Plan provided a clear course of action and the STA should see it through. Member Hayes asked why the Plan only called for High Occupancy Vehicle (HOV) lanes on I-80 from I-680 to I-505. Member Hayes suggested the need for HOV lanes on I-780 and I-80 in Vallejo also be researched.

Member Lessler called for education on the need for additional local transportation funding. He said that state and national education on transportation funding shortfalls is also needed.

Member Coglianesi noted that the Plan was still a final draft, and asked if it could be further amended. Martin Tuttle said that it could be, and that further public forums would be held on the Plan.

Member Slade reinforced the need for public education. She said the public is not aware of the need for new local transportation funding.

Member Kondylis said the Plan should stress the land use /transportation connection. She said that policy boards should encourage people to live closer to where they work. She also said the Plan should stress telecommuting and other alternatives.

Member Lessler stressed the need to become a self-help county. Local funds are needed to match state and federal funding.

Member Donahue also stressed the need to educate the public on transportation funding shortfalls. He asked a question about a bicycle project shown in the Plan that was addressed by Martin Tuttle.

Chairman Erickson asked for public comment.

Mike Pechner suggested that the Plan provide a list of projects for voters to consider. It was noted that the Plan did contain a program of projects.

Member Spring made a motion to approve the Solano Transportation Plan and authorize up to \$10,000 to reproduce the Plan. The motion was seconded by Member Slade and passed unanimously.

3.2 Recognition of SEDCORP Transportation Action Team

Chairman Don Erickson thanked the SEDCORP Transportation Action Team and presented plaques of appreciation to the following members of the team.

Gary Andrews, Amos and Andrews
John Ash, Benicia Industrial Park
Jeff Brown, Herman Goelitz Candy Company
Mike Burns, Genentech, Inc.
Tom Chowanec, General Mills
Gary Falati, Falati & Associates
Frank Friedman, Lucky Stores
Mary McCarthy, SEDCORP
Bob Moody, Herman Goelitz Candy Company
Bill Wourms, ALZA Corp.

3.0 Executive Director's Report

Martin Tuttle noted the following in a brief report:

- The STA proposed budget for 1998-99 is a 5% increase over last year, which is less than the projected increases in Transportation Development Act (TDA) funding and Gas Tax Subvention funding. The budget contains a 3% Cost of Living increase for STA employees.
- The office lease for the STA was on the consent agenda. The lease allows the STA to move with a 30 day notice.
- The SolanoLinks Consortium has received an award for transit management project of the year from the California Transportation Foundation. The award dinner will be on May 6.
- The STA had been represented at the California Transportation Commission meeting on April 1 to support the Highway 37/29 and I-80/680 projects. Funding for the projects should be confirmed at the June 2 CTC meeting.
- Congressman Riggs has proposed \$7.4 million in federal funding for the I-80 Reliever Route in the pending federal transportation funding authorization act. Congressman George Miller also proposed \$1 million in funding for Wilson Avenue in the House version of the bill.
- The next meeting of the Capitol Corridor Joint Powers Board will be on April 15. Tuttle does not anticipate an operating agreement between BART and AMTRAK until May.

5.0 Comments/Update from Staff, Caltrans, and MTC

Elizabeth Richards of Solano Commuter Information provided a brief presentation on Bike to Work Day.

Don Reynolds of Caltrans noted that a Project Manager for the Highway 37 project will be named in the near future. The Record of Decision on this project signifying final federal approval has been delayed until July 1. He also noted that Caltrans staff had meet with representatives from Assemblywoman Thomson's office and they have reached an agreement on the proposed traffic signal at Highway 12 and Summerset Road. Member Coglianese confirmed that an agreement had been reached.

Member Jim Sperring noted that the Metropolitan Transportation Commission will hold a public meeting on the Regional Transportation Plan on April 18 in Vallejo. He invited Board members to attend.

6.0 Public Comment

Mike Pechner noted that Solano County may have an opportunity to join the North Coast Rail Authority. Member Barbara Kondylis asked that staff provide a report for the May agenda.

7.0 Consent Agenda

The consent agenda was approved unanimously on a motion by Member Hayes and Member Slade. The following items were approved as part of the consent agenda.

- 7.1 Minutes of Meeting of March 11, 1998.
- 7.2 Draft Minutes of March 25, 1998 TAC meeting.
- 7.3 Surface Transportation Program (STP) Interagency Agreement with MTC for FY 1997-98 through 1999-2000.
- 7.4 Amendment to Agreement with Moore, Iacofano and Goltsman.
- 7.5 Amendment to Agreement with Michael Jones and Associates.
- 7.6 Unmet Transit Needs.
- 7.7 Office Lease Agreement.
- 7.8 Summary of Solano Intercity Transportation Providers.

8.1 I-80 Reliever Route Transportation/land use issues

Martin Tuttle said that in response to concerns raised about the potential land use impacts of the I-80 Reliever Route project, Chairman Erickson convened a subcommittee of the Board (Erickson, Lessler, Slade and Spring) to explore transportation/land use related issues associated with the project.

The subcommittee had met the prior week with Metropolitan Transportation Commission (MTC) staff, including Executive Director Larry Dahms, to obtain information on MTC's Transportation/Land Use Technical Assistance Program. The intent of the program is to provide planning and design assistance to Bay Area jurisdictions to implement community-oriented transportation projects.

Mr. Dahms agreed to assist the STA by setting aside up to \$5,000 in program funds to facilitate meetings of project stakeholders (developers, environmentalists, local agency staff and the STA) to determine if there is an interest and a willingness to develop a concept plan for the Reliever Route corridor. The funds would be used for the STA to hire one of MTC's prequalified consultants to facilitate these preliminary meetings/workshops (Phase 1).

If a consensus to proceed emerges from stakeholder meeting, MTC is willing to consider allocating additional program funds, on a matching basis, for the STA to hire a consultant(s) to work with the stakeholders to develop the comprehensive concept plan as a new component to the already completed I-80 Reliever Route Implementation Plan.

Tuttle said an update on the stakeholder meeting process and details on Phase 2, if appropriate, will be provided at the May Board meeting.

Tuttle recommended the STA Board authorize the executive director to work with the STA Board Reliever Route project Subcommittee and MTC to obtain a consultant(s) to facilitate a meeting/workshop of I-80 Reliever Route project stakeholders.

Member Spring stressed that the study would not attempt to make local land use decisions in the Reliever Route corridor. The study will not recommend if the corridor should be developed, only how it should develop if it does.

The recommendation was unanimously approved on a motion by Member Spring with a second by Member Lessler.

8.2 Renaming the Rio Vista Bridge after the late STA Board Member Helen Madere

Member Coglianese noted that the STA Board and City of Rio Vista had approved resolutions in support of renaming the Rio Vista Bridge after the late STA Board Member from Rio Vista, Helen Madere. In response to the requests from the STA and Rio Vista, Assemblymember Helen Thomson sponsored Assembly Concurrent Resolution (ACR) 100 to rename the bridge. ACR 100 is currently under consideration in the Assembly Transportation Committee. According to Assemblymember Thomson's staff, a letter reconfirming the STA's support for the renaming of the bridge would be timely.

Member Coglianese requested that the STA Board authorize the STA Chairman to send a letter to the Chairman of the Assembly Transportation Committee reconfirming the STA's support for the renaming of the Rio Vista Bridge in honor of the late Helen Madere.

The request was unanimously approved on a motion by Member Coglianese with a second by Member Kondylis.

9.1 Proposed STA Budget for Fiscal Year 1998-99

Martin Tuttle noted the proposed STA budget for 1998-99 includes a 5% increase in both TDA Planning and Administration and Gas Tax Subvention contributions from member agencies to cover a 3% COLA for employees and cost increases for operations (services and supplies). He also noted the proposed increase in member contributions is below the projected increase in both TDA and gas tax subventions to member agencies. The proposed 3% COLA for employees is in line with those recently approved for several Solano city and county employee groups.

Tuttle said the Project Development budget for 1998-99 is proposed to initially be set at \$110,000. This item is funded in large part by carryover fund balances. He recommended that these project development funds be augmented by any additional fund balances determined after the audit is completed in the fall -- as was done in this current fiscal year.

The STA board unanimously approved the proposed STA 1998-99 Budget on a motion by Member Kondylis with a second by Member Slade.

9.2 Transportation for Clean Air Fund Programs TFCA Applications for 1998-99

Dan Christians said that since staff has determined that the \$395,000 in available funding for 1998-99 should be enough to fund all of this year's requests, he recommended that all applications be approved for submittal to the BAAQMD. He noted that the TAC had approved that recommendation.

The following TFCA funding requests were received this year:

<u>Applicant</u>	<u>Project</u>	<u>Eligibility Category</u>	<u>TFCA Request</u>
Benicia Transit	Southampton Express	Shuttle Bus	\$ 40,000
SCI	I-80 Mitigation Program	Ridesharing	\$ 60,000
SCI	Transit Information	Transit Information	\$ 22,000
City of Fairfield	Electric Police Bikes	Bicycles	\$ 8,825
City of Suisun City	Electric Police Bikes	Bicycles	\$ 8,150
City of Suisun City	Highway 12 Bike Route	Bicycle Route	\$100,000
City of Vallejo	I-80 Solano Bikeway	Bicycle Route	\$151,000
STA	Citylink 30 Contribution	CNG Shuttle Bus	\$ 5,000

Member Kondylis asked about the electric bicycle program and Dan Christians provided background. Member Kondylis asked for background on the I-80 Solano Bikeway project, and noted that the recent closure of McGary Road could impact the planned route. She asked for a report on the status of McGary Road at the next meeting.

Christians recommended the STA board adopt the proposed resolution approving all the requests for 1998-99 Transportation for Clean Air Funds and authorizing the executive director to submit them to BAAQMD for final approval.

The staff recommendation was unanimously approved on a motion by Mayor Jim Spering with a second by Member Slade.

10.1 Update on the Fairfield/Vacaville Capitol Corridor Train Station

Morrie Barr of the City of Fairfield said the STA was programmed \$498,000 to develop the Fairfield/Vacaville Capitol Corridor train station, and the City of Fairfield was programmed for \$402,000 to develop the station.

The California Transportation Commission (CTC) approved a request from the STA and Fairfield to amend the State Transportation Improvement Program (STIP) to combine the two grants under the City of Fairfield at the April 1 CTC meeting.

Mr. Barr said the Solano Rail Facilities Plan recommended a site for the Fairfield/Vacaville station on Vanden Road in the vicinity of Cannon Road. Environmental problems at that location forced the development of the site at an alternate location also studied in the Rail Facilities Plan at the intersection of Vanden Road and Peabody Road. The alternate site was endorsed by the Fairfield City Council.

Dana Carpio addressed the STA Board concerning a possible alternate site in the area of the intersection of Leisure Town Road, Alamo Drive, and Fry Road. Ms. Carpio said the site provided several advantages over the chosen site.

Chairman Don Erickson asked why this request had not been made sooner. Carpio responded that she had been involved in the Capitol Corridor station location issues in Dixon and had not analyzed the Fairfield/Vacaville sites until after the Solano Rail Facilities Plan had been adopted.

Member Sperring noted that the request to the STA Board was no longer timely as the funds had been transferred to the City of Fairfield. Ms. Carpio acknowledged that the request could not be honored at this time, and asked that the Leisure Town Road site be held as an alternative site. Member Sperring acknowledged that the site would be held as an alternative.

10.2 Presentation by SolanoLinks Consortium

Alan Nadritch, the chairman of the SolanoLinks Consortium, said the Consortium has been preparing for a large marketing effort to begin this spring. He presented a video developed by the SolanoLinks Consortium. Mr. Nadritch said the video is envisioned to be used for local cable spots, displayed at events on a "loop" programmed video, and any other opportunities that arise. Each STA Board member was provided a copy of the video.

Mr. Nadritch said the Consortium was also pleased to announce that it received an award from the California Transportation Foundation for transit project of the year for the SolanoLinks program. The award will be presented at the May 6th Tranny Banquet in Sacramento.

11.0 Adjourn

Chairman Don Erickson adjourned the meeting at 8:10 pm. (Next meeting May 13, 1998)



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the Meeting of
April 29, 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 1:35 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Dan Schiada	City of Benicia
	Julian Carroll	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Morrie Barr	City of Fairfield
	David Murray	MTC
	Michelle Morris-Brubaker	MTC
	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
	Taner Aksu	City of Vallejo

AGENDA ITEM 2. APPROVAL OF AGENDA

The agenda was unanimously approved on a motion by John Gray with a second by Morrie Barr.

AGENDA ITEM 3. MINUTES OF MEETING OF April 29, 1998

The minutes were approved as written on a motion by Dan Schiada with a second by Gian Aggarwal.

AGENDA ITEM 4. PUBLIC COMMENT

There was none.

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, MTC

Taner Aksu of the City of Vallejo recommended that the STA write a letter to Caltrans requesting that Caltrans review the proposed connection from the planned bicycle lane on the new Carquinez Bridge to local bicycle paths in the City of Vallejo.

Dan Schiada suggested that Caltrans also review the connectivity of the planned bicycle lane on the new Benicia-Martinez Bridge to local bicycle routes in Benicia. Julian Carroll suggested that the cities of Vallejo and Benicia contact the Caltrans bicycle planners prior to any formal request from the STA. Marty Tuttle suggested that the cities of Vallejo and Benicia contact the Caltrans bicycle planners and then contact the STA if they believe the proposed letter should be included on the May STA agenda.

Ace Forsen of Caltrans said that the Record of Decision for the Highway 37 project should be finalized in June or July. He also said a Project Manager for the Highway 37 project would be named shortly. This project was recently transferred from Caltrans District 10 to Caltrans District 4.

David Murray of MTC reported that Ed Stewart has been transferred to work on MUNI projects and that a new MTC representative to Solano County would be named soon.

Martin Tuttle said that adoption of the pending federal transportation funding act seems to be delayed and the old act may be extended yet again. The federal earmark requests from Solano County for I-80 Reliever Route and Wilson Avenue funding are still under consideration.

AGENDA ITEM 6. INTERCITY TRANSIT CONSORTIUM UPDATE

Matt Todd reported that the Consortium had discussed the new Route 100 from the Vallejo Ferry to Sacramento, the intercity five-year transit plan, and the Try Transit Week events including the SolanoLinks Day event to be held on May 13 prior to the STA Board meeting.

AGENDA ITEM 7. STA PRIORITY PROJECTS FOR 1998-99

Martin Tuttle presented the proposed list of priority projects and the recommended Project Development funding. Gian Aggarwal asked for more information on the proposed safety project plan. Tuttle explained STA staff proposed to hire a consultant to develop a prioritized list of safety projects and develop a funding strategy to implement them.

Morrie Barr suggested that the STA needed a larger reserve of Project Development funding. Tuttle said that the Project Development reserve would most likely be augmented with fund balance from 1997-98, after the STA audit determined the amount of remaining fund balance.

Tuttle distributed one-page summaries of the priority projects and asked TAC members to provide any comments as soon as possible.

The TAC unanimously approved the proposed list of STA priority projects and allocation of Project Development funds on a motion by John Gray with a second by Morrie Barr.

AGENDA ITEM 8. SOLANO REQUESTS FOR PROJECT STUDY REPORTS (PSRS)

Kim Kloeb said that at the last TAC meeting, STA staff requested proposals from TAC members for PSRs from their jurisdictions for the April TAC meeting. Most of the requests received were for freeway interchange improvements. Kloeb said that historically Caltrans has not funded PSRs for freeway interchange improvements involving local arterials, and the likelihood of Caltrans funding PSRs for the interchange projects requested is not good.

Kloeb recommended that the TAC request PSRs for regional projects and allow local jurisdictions to pursue PSRs for freeway interchanges involving local arterials directly with Caltrans, as has been done in the past. He proposed the following studies:

- Capitol Corridor train station at Benicia
- Auxiliary lanes on I-80 from Air Base Parkway to Travis Boulevard
- Update to the PSR for the Cordelia truck scales on I-80
- I-80 from Highway 4 to Highway 37

Michelle Morris-Brubaker noted the list did not include a PSR for the proposed High Occupancy Vehicle (HOV) lanes project from Fairfield to Vacaville which is included in the Regional Transportation Plan. At the suggestion of Martin Tuttle, the TAC recommended the HOV project be added to the list of requests.

The TAC unanimously approved the amended list of PSR requests on a motion by Dan Schiada with a second by Gian Aggarwal.

AGENDA ITEM 9. AB 96 (NORTH COAST RAILROAD AUTHORITY)

Martin Tuttle said the subject bill would require Solano County to become part of the North Coast Railroad Authority (NCRA). Tuttle recommended the TAC oppose the bill due to the outstanding financial liabilities of the NCRA and the fact that the NCRA does not own or operate any rail that could serve Solano County. His analysis was supported by David Murray of MTC. Tuttle also said the bill may soon be amended to eliminate the provision to include Solano in the NCRA.

The TAC unanimously approved the staff recommendation on a motion by John Gray with a second by Dan Schiada.

AGENDA ITEM 10. McGARY ROAD CLOSURE/RED TOP SLIDE

Martin Tuttle explained Fairfield's City Council had voted to place locked gates on McGary Road, a frontage road to I-80, on April 21, due to unsafe conditions caused by a major landslide impacting I-80 and the area west of Red Top Road.

The city plans to repair and reopen their portion of the road once Caltrans successfully mitigates the landslide. Until then, no convenient alternative route to I-80 exists to connect the cities of Fairfield and Vallejo.

Tuttle recommended STA staff work with the City of Fairfield and Caltrans to secure funding to make the necessary repairs to reopen McGary Road at the earliest possible date.

Tuttle's recommendation was unanimously approved by the TAC on a motion by Morrie Barr with a second by John Gray.

AGENDA ITEM 11. 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. At the February meeting, the TAC had requested the spreadsheet be revised to provide maximum flexibility so that it could be amended at a later date to reflect the ongoing Solano Transportation Plan and Intercity Transit Plan. The revised spreadsheet was based on that recommendation.

AGENDA ITEM 12. ADJOURN

The meeting was adjourned at 3:15 pm. (The next TAC meeting will be held May 27).



DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: City of Vacaville Administrative Services

The City of Vacaville proposes to continue to provide financial, benefit management and legal services to the STA for fiscal year 1998/99. The 98/99 budget approved by the STA Board in April reflects the 3% COLA requested by the city. The following are the proposed services and costs:

- Financial services (accounting, payroll, etc.) \$ 26,780
- Benefit management \$ 5,150
- Legal services \$ 5,253 (\$85 per hour)

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

Recommendation

Approve the proposed contract for administrative services with the City of Vacaville for fiscal year 1998/99.

Attachment

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

THIS AGREEMENT is made and entered into this _____ day of _____, 1998, by and between the SOLANO TRANSPORTATION AUTHORITY (hereinafter "STA") and the City of Vacaville (hereinafter "CITY").

W I T N E S E T H

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

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

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

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

1. SCOPE OF SERVICES

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

2. CITY'S PERSONNEL AND WORKING RELATIONSHIP WITH STA

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

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

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

3. COMPENSATION

CITY shall be compensated for all labor, materials, overhead and other costs incurred as outlined in Exhibit A, for work performed pursuant to this agreement.

4. METHOD OF PAYMENT

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

5. RECORDS

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

6. PRIOR AGREEMENTS, AMENDMENTS AND MODIFICATIONS

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

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

7. TERMINATION

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

8. HOLD HARMLESS

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

9. TERM OF AGREEMENT

The term of this AGREEMENT shall be from July 1, 1998 to June 30, 1999, subject to the provisions of section 7 of this AGREEMENT (termination).

10. GOVERNING LAW

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

11. VENUE

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

12. WAIVER

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

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

SOLANO TRANSPORTATION AUTHORITY

By Chairperson: _____

CITY OF VACAVILLE

By Mayor, City of Vacaville

REVIEWED AND RECOMMENDED FOR APPROVAL

By Executive Director, Solano Transportation Authority

By City Manager, City of Vacaville

By Finance Director, City of Vacaville

By Director Personnel, City of Vacaville

By City Attorney, City of Vacaville

PROPOSAL FOR CONTINUATION OF SERVICES

The City of Vacaville administrative staff is pleased to have the opportunity to make this proposal to continue to provide financial, benefit management, and legal services for the Solano Transportation Authority (Authority) for fiscal year 1998/99. The following sections detail the services we propose to perform for the Authority and the related compensation for those services.

FINANCIAL SERVICES

Ongoing financial services will entail processing payroll reporting, disbursement and year-end reporting (W-2), processing accounts payable disbursements and year-end reporting (1099), accounts receivable billing for grant reimbursements, purchasing, cash management, monthly or as needed financial reporting, meeting with the necessary staff of the Authority on an on-going basis to assure financial integrity, providing financial numbers for the quarterly reports, and assisting in the preparation of the year-end audit for the Authority. These ongoing financial services will be \$26,780 for the year.

Additional services requested, including computer programming, will be charged separately, with an estimate provided to the Authority in advance.

BENEFIT MANAGEMENT

Ongoing benefit management services will administer employee benefit programs, including retirement, medical, dental, vision, life insurance, and long term disability, as well as set-up and reconciliation of unemployment insurance and workers' compensation. These ongoing benefit management services will be \$5,150 for the year.

LEGAL SERVICES

Ongoing legal services will be charged at \$85 per hour, estimated to be \$5,253 for the year.

May 13, 1998
Agenda Item 6.4



Date: May 6, 1998
To: STA Board
From: Dan Christians
Re: Bicycle and Pedestrian Access from the Carquinez Replacement Bridge and the New Benicia-Martinez Bridge

At the April 24 Technical Advisory Committee meeting, recommendations related to bicycle and pedestrian access from the Carquinez Bridge Replacement and Benicia Bridge Spans were discussed. Also, at the April 2 Bicycle Advisory Committee, concerns were expressed about the need for direct access from the Carquinez Replacement Bridge to Sonoma Boulevard, as well as to the south of I-80.

At both meetings, it was suggested that a single letter to Caltrans, describing our recommendations on both bridge projects, would be beneficial. Attached are letters from Vallejo and Benicia Public Works staff further describing these requests.

The proposed letter to Caltrans has been drafted for STA Board review and approval.

Recommendation

Authorize the STA Chairman to sign the attached letter to Caltrans recommending certain bicycle and pedestrian improvements be incorporated into the plans for the Carquinez Replacement Bridge and the new Benicia-Martinez Bridge.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

Members:

May 13, 1998

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Denis J. Mulligan, District Division Chief
Caltrans District 4
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Martin Tuttle
Executive Director

Re: Bicycle and Pedestrian Access to the Carquinez Replacement Bridge and the new Benicia-Martinez Bridge

Dear Mr. Mulligan:

We appreciate the excellent work Caltrans District 4 has accomplished on the Carquinez Replacement Bridge project and the new span at Benicia-Martinez.

Based on recent discussions at our Technical Advisory Committee and Bicycle Advisory Committee, we recommend the following elements for inclusion in the design construction documents so that the bike/pedestrian routes from the new bridge structures can be more directly connected to the local bike route systems.

Carquinez Bridge Replacement Span

1. Design and construct improvements on Maritime Academy Drive between the end of the pedestrian/bikeway pathway from the replacement bridge span to Sonoma Boulevard (SR 29) including a sidewalk and bike path, and design and construct a crosswalk and traffic signal at the intersection of Sonoma Boulevard and Maritime Academy Drive to provide safe crossings for pedestrians and bicyclists as they cross Sonoma Boulevard.
2. Prepare a design (only) using the existing undercrossing at I-80 and Sonoma Boulevard to incorporate a future bike route/pedestrian connection underneath and to the south of I-80, that may be built with other funding sources at a later date.

New Benicia-Martinez Bridge

Provide the following improvements along Park Road between Oak Road and Adams Street:

1. Provide widening improvements to provide for a 40-foot curb-to-curb street width.
2. Provide a new 4-foot wide concrete sidewalk located along the westerly side of Park Road.
3. Provide striped bike lanes along both sides of Park Road.
4. Install miscellaneous signing, striping and pavement markings to accommodate the widened roadway section with new bicycle/pedestrian facilities.

The STA and our member agencies appreciate the superb working relationship we have with District 4 staff. We trust that these suggested design matters will be fully considered. If you have any questions, or would like to further discuss any of these ideas, please call Martin Tuttle of the STA at (707) 422-6491.

Thank you on behalf of the STA, its Technical Advisory Committee, and Bicycle Advisory Committee.

Sincerely,

Don Erickson, Chairman
Solano Transportation Authority

cc: Harry Yahata, District Director
Bill Vesugi, Caltrans District 4
Susan Chang, Caltrans District 4



OTTO WM. GIULIANI
City Manager

May 1, 1998

THE CITY OF
BENICIA
CALIFORNIA

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

SUBJECT: BENICIA BRIDGE BICYCLE AND PEDESTRIAN ACCESS

Dear Marty:

At the April 29, 1998 Technical Advisory Committee meeting of the Solano Transportation Authority, concerns were expressed by representatives from Benicia and Vallejo regarding the pedestrian and bicycle access to and from the new Benicia Bridge and Carquinez Bridge projects.

For the Benicia Bridge project, current Caltrans plans call for the new pedestrian/bicycle access path to terminate at the intersection of Park Road with Oak Road. This location does not provide a safe connection to the City's existing bicycle and pedestrian facilities. It is therefore recommended that Caltrans add to their Benicia Bridge project the design and construction of improvements along Park Road between Oak Road and Adams Street as outlined below:

1. Pavement widening improvements to provide for a 40-foot curb-to-curb street width.
2. New 4-foot wide concrete sidewalk located along the westerly side of Park Road.
3. Striped bike lanes along both sides of Park Road.
4. Installation of miscellaneous signing, striping and pavement markings to accommodate the widened roadway section with new bicycle/pedestrian facilities.

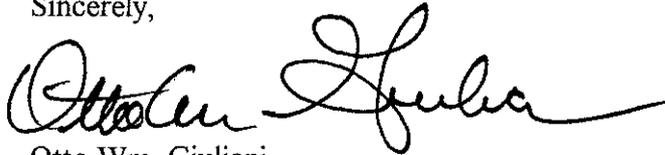
Attached is a location map and a rough preliminary estimate for the cost of these improvements which total \$160,000. This small expense to provide for safe bicycle/pedestrian should easily be accommodated with Caltrans' multi-million dollar budget of the new Benicia Bridge project.

Mr. Marty Tuttle, Solano Transportation Authority
May 1, 1998
Page 2

It is requested that the Solano Transportation Authority Board support the City of Benicia's request to incorporate this bicycle/pedestrian connection as part of the Benicia Martinez Bridge project.

Should you have any questions regarding this matter, please contact Dan Schiada, City Traffic Engineer, at (707) 746-4240.

Sincerely,



Otto Wm. Giuliani
City Manager

OG:[DS]:kt
F:\PW\Dan\Tuttle.498

cc: Harry Yahata, Caltrans District 4
Bill Vesugi, Caltrans District 4
Mo Pazooki, Caltrans District 4
Susan Chang, Caltrans District 4
Virgil Mustain, Benicia Director of Public Works
Dan Schiada, Benicia Assistant Director of Public Works

Attachments: Location Map
Preliminary Cost Estimate

City of Vallejo Public Works Department

555 Santa Clara Street
Vallejo, CA 94590
(707) 648-4300
Fax: (707) 648-4691

FAX TRANSMISSION COVER SHEET

Date: April 28, 1998
To: Dan Christians
Fax: 438-0656
Re: Carquinez Bridge Pedestrian and
Bicycle Access
Sender: Taner H. Aksu

YOU SHOULD RECEIVE 3 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (707) 648-4315.

Dear Dan:
Enclosed is a background information for you to prepare your letter (through or for STA's Board) to Caltrans. We can comment and make request to add needed improvements for their proposed Pedestrian and bicycle access on Carquinez Bridge.

If you have any questions please call me.
Taner

Caltrans proposes to replace the existing 1927 Carquinez Bridge with a new suspension bridge. The new bridge deck will provide three westbound traffic lanes, one westbound lane for high-occupancy vehicles (HOV) only and a 12-foot-wide, two-way pedestrian and bicycle lane. With this pedestrian/bicycle access across the Strait, the new bridge will also provide a connection for recreational users between the proposed Ridge and Bay Regional Trails on the north shore and proposed Carquinez Strait Regional Trail on the south.

As it is shown on attached sketch, Caltrans proposes to end the subject bike/pedestrian pathway at Vallejo side at Maritime Academy Drive. From this point, end of pathway, they are not showing/proposing any improvements (sidewalk/s and or bike lane/s) to provide safe pedestrian and bicycle access to Sonoma Boulevard (SR29) through Maritime Academy Drive.

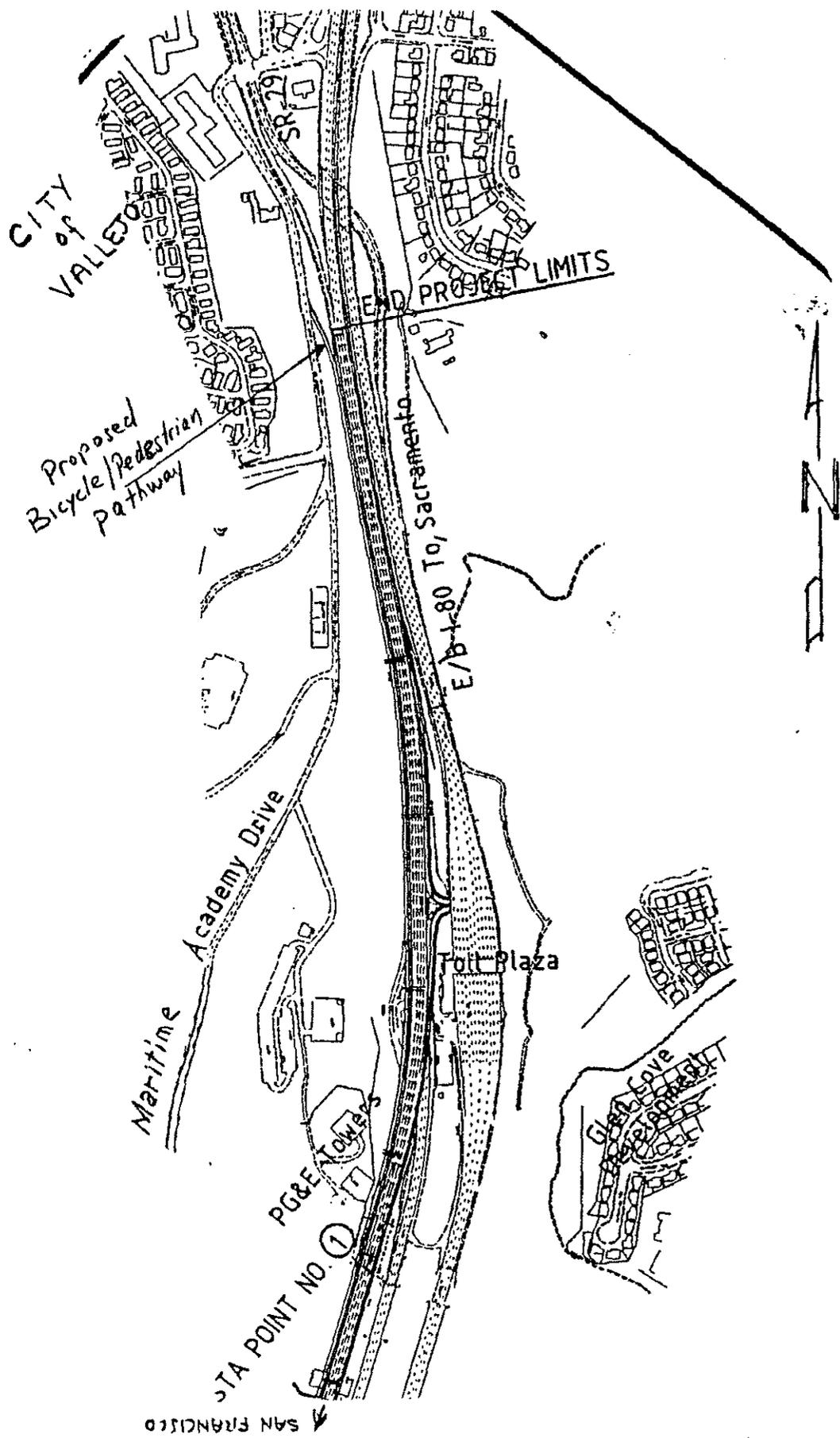
Furthermore, The Bay Trail is partially completed at east side of the Carquinez Bridge, with remaining segment to be completed by GVRD in near future. The last remaining gap to be completed to make connection between west and east sides of Carquinez Bridge/I-80. There is a need do connect both sides through under I-80. Caltrans reports that they are providing a new connection to the Bay Trail, however, they do not have any plans to show how they will connect the Bay Trail from east to west side of I-80.

Therefore, It is recommended that Caltrans to add their Carquinez Bridge Project the following items:

1. As a part of their bridge design and construction, they design and construct improvements on Maritime Academy Drive between the end of pedestrian/bicycle pathway and Sonoma Boulevard (SR29) to provide sidewalk and crosswalk and provide bikepath to have safe access for pedestrians and bicycles on Maritime Acaday Drive. Furthermore, traffic signal needs to be installed at the intersection of Sonoma Blvd. and Matritime Acadamy Drive to provide safe crossings for pedestrians and bicycles. Once again, all these improvements will be part of their design and construction.

2. Based upon our field investigation, it is feasible to construct a new trail from the bluffs overlooking the Carquinez Bridge on the east side of I80 that traverses the slopes down to Sonoma Blvd. off-ramp, and utilizes the existing undercrossing of I-80. This may require some modifications of the undercrossing. Howevre, the cost to do this undercrossing connection would be substantially less expensive than building a new overcrossing. Therefore, it is recommended that Caltrans design (only)this connection and in the future date with differnt funding sorces this connecting project will be constructed.

C:\DOCS\PAK_DonChristiana_Compacting\Bridges





DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Hours for I-80 High Occupancy Vehicle (HOV) Lane

Senate Concurrent Resolution 78 (Rainey) requires that the Metropolitan Transportation Commission (MTC), Caltrans, and the California Highway Patrol jointly prepare a report to the legislature on the operation of the I-80 HOV lanes by July 1. The report is currently under development by staff from the agencies. The draft staff report will be completed by the end of May, and presented to MTC in June. There are three outstanding issues concerning the I-80 HOV lanes; the number of persons required for use, the hours of operation, and the connection to the Bay Bridge.

In the westbound direction toward San Francisco, the I-80 HOV lanes are currently open from Highway 4 to the Bay Bridge, including the flyover to the Bay Bridge. In the eastbound direction it is open from Central Avenue to Highway 4. The final eastbound segment from Central Avenue to the Bay Bridge is scheduled to open in the fall of this year.

I-80 is heavily used by Solano commuters to points south in the Bay Area. Express buses from Vallejo, Fairfield/Suisun, and Vacaville serving the Richmond BART line may use the I-80 HOV lanes, as well as formal and informal carpools and vanpools from Solano. Over 160 one-way express bus trips operate from Solano County to the Richmond BART line via I-80 each day during the current HOV hours of operation, with forty of those in the off peak hours between 10 am and 3 pm. Solano County also has the highest rate of carpool and vanpool use in the Bay Area, the 1996 Commuter Profile showed that over 23% of Solano commuters used carpools and vanpools. Solano Commuter Information (SCI) records show that 35 vanpools use I-80 during the off peak hours from 10 am to 3 pm.

The I-80 HOV lanes are restricted to buses and carpools from 5 am to 7 pm. HOV lanes on the Bay Bridge and other HOV lanes in the Bay Area are only restricted to buses and carpools from 5-10 am and 3-7 pm. The difference in operating hours between the I-80 HOV lanes and the Bay Bridge HOV lanes could cause driver confusion, and the confusion could cause enforcement problems.

A vehicle must contain three or more persons to legally use the I-80 HOV lanes during hours of HOV operation, with the exception of transit vehicles, two-seater vehicles with two passengers, or motorcycles. Other HOV lanes in the Bay Area only require two persons per vehicle for HOV use.

Recommendation

Direct staff to review and comment on the draft staff report and report back to the STA Board at the June meeting.

AMENDED IN SENATE APRIL 14, 1998
AMENDED IN SENATE MARCH 18, 1998

Senate Concurrent Resolution

No. 78

Introduced by Senator Rainey
(Coauthor: Senator Kopp)
(~~Coauthor: Assembly Member Papan~~) (Coauthors:
Assembly Members Papan and Torlakson)

March 9, 1998

Senate Concurrent Resolution No. 78—Relative to
high-occupancy vehicle lanes.

LEGISLATIVE COUNSEL'S DIGEST

SCR 78, as amended, Rainey. High-occupancy vehicle lanes: study.

This measure would request the Department of Transportation, the Metropolitan Transportation Commission, and the Department of the California Highway Patrol to jointly conduct a study of a specified demonstration project involving a new high-occupancy vehicle lane on Interstate 80 and would require the Department of Transportation to make available to the public copies of the completed study. The bill also would request the departments, in consultation with regional transportation agencies, to develop statewide criteria and guidelines upon which to base future decisions involving HOV lanes and to develop a specified standardized review process.

Fiscal committee: yes.

1 WHEREAS, Interstate 80 between the Carquinez
2 Bridge and the San Francisco-Oakland Bay Bridge is a
3 vital transportation corridor and is the most congested
4 freeway in the Bay Area; and

5 WHEREAS, The Department of Transportation has
6 added a new high-occupancy vehicle (HOV) lane to
7 alleviate the congestion in order to promote the welfare,
8 safety, and convenience of motorists; and

9 WHEREAS, Certain cities along the Interstate 80
10 corridor threatened litigation to prevent this
11 freeway-widening project from proceeding and
12 demanded certain concessions in order to drop the threat
13 of this lawsuit; and

14 WHEREAS, One of these concessions was to create a
15 "demonstration project" that would restrict the use of the
16 west-bound segment of the new HOV lane, between the
17 Distribution Center and the Richmond Parkway, to
18 vehicles with three or more persons during the hours of
19 5 a.m. to 7 p.m.; and

20 WHEREAS, This concession has resulted in this HOV
21 lane having the longest and most restrictive hours of
22 operation in the Bay Area; and

23 WHEREAS, All other Bay Area HOV lanes are
24 restricted to use by carpoolers during peak congestion
25 hours only; and

26 WHEREAS, Most other Bay Area HOV lanes may be
27 used by vehicles with two or more persons; and

28 WHEREAS, The public has expressed confusion over
29 the discrepancies and inconsistencies of the Interstate 80
30 HOV lane's hours of operation and the required number
31 of occupants for each vehicle; and

32 WHEREAS, The Department of the California
33 Highway Patrol is concerned about the safety risks these
34 confusions may cause; and

35 WHEREAS, Bay Area courts have expressed concern
36 over the inconsistency of HOV lanes, and have indicated
37 that they may dismiss HOV-lane citations if the
38 inconsistencies are shown to cause confusion for
39 motorists; and

1 WHEREAS, The justification for this demonstration
2 project is not based on any established criteria, extensive
3 research, or scientific data; and it has not been effectively
4 demonstrated that operating HOV lanes during
5 noncommute hours encourages carpooling or reduces
6 congestion; and

7 WHEREAS, The demonstration project assurances
8 adopted by the Metropolitan Transportation Commission
9 state that the project shall continue for a period of 18
10 months, unless the operation demonstrates that the
11 operational integrity is seriously impaired; now,
12 therefore, be it

13 *Resolved by the Senate of the State of California, the*
14 *Assembly thereof concurring,* That the Department of
15 Transportation, the Metropolitan Transportation
16 Commission, and the Department of the California
17 Highway Patrol are hereby requested to jointly conduct
18 a thorough and comprehensive study of the
19 demonstration project, to be completed as soon as
20 feasible, but not later than ~~six months after the HOV~~
21 ~~lane's opening July 1, 1998;~~ and be it further

22 *Resolved,* That the study analyze the usage of the new
23 HOV lane and consider whether the restrictions
24 significantly change behavior and encourage carpooling
25 during both commute and noncommute hours; and be it
26 further

27 *Resolved,* That in weighing the costs of the
28 demonstration project, the study consider the possible
29 confusion to motorists of having a widely disparate
30 number of hours of operation for the HOV lane under this
31 demonstration project compared to other HOV lanes in
32 the Bay Area; the possible confusion to motorists of
33 having disparate requirements for the number of people
34 per vehicle compared to most HOV lanes in the Bay Area;
35 the risk that confusion and inconsistency may undermine
36 the public's acceptance of HOV lanes; the
37 appropriateness of enacting longer HOV-lane hours
38 without established criteria or extensive research; and
39 the enforcement and safety concerns raised by the

1 Department of the California Highway Patrol; and be it
2 further

3 *Resolved*, That in weighing the benefits of the
4 demonstration project, the study consider the travel-time
5 savings and reductions in congestion of the corridor for
6 both commute and noncommute hours; and be it further

7 *Resolved*, That the demonstration project be
8 terminated immediately if the report concludes that its
9 costs outweigh its benefits; and be it further

10 *Resolved*, That the Department of Transportation
11 make available to the public copies of the study; and be
12 it further

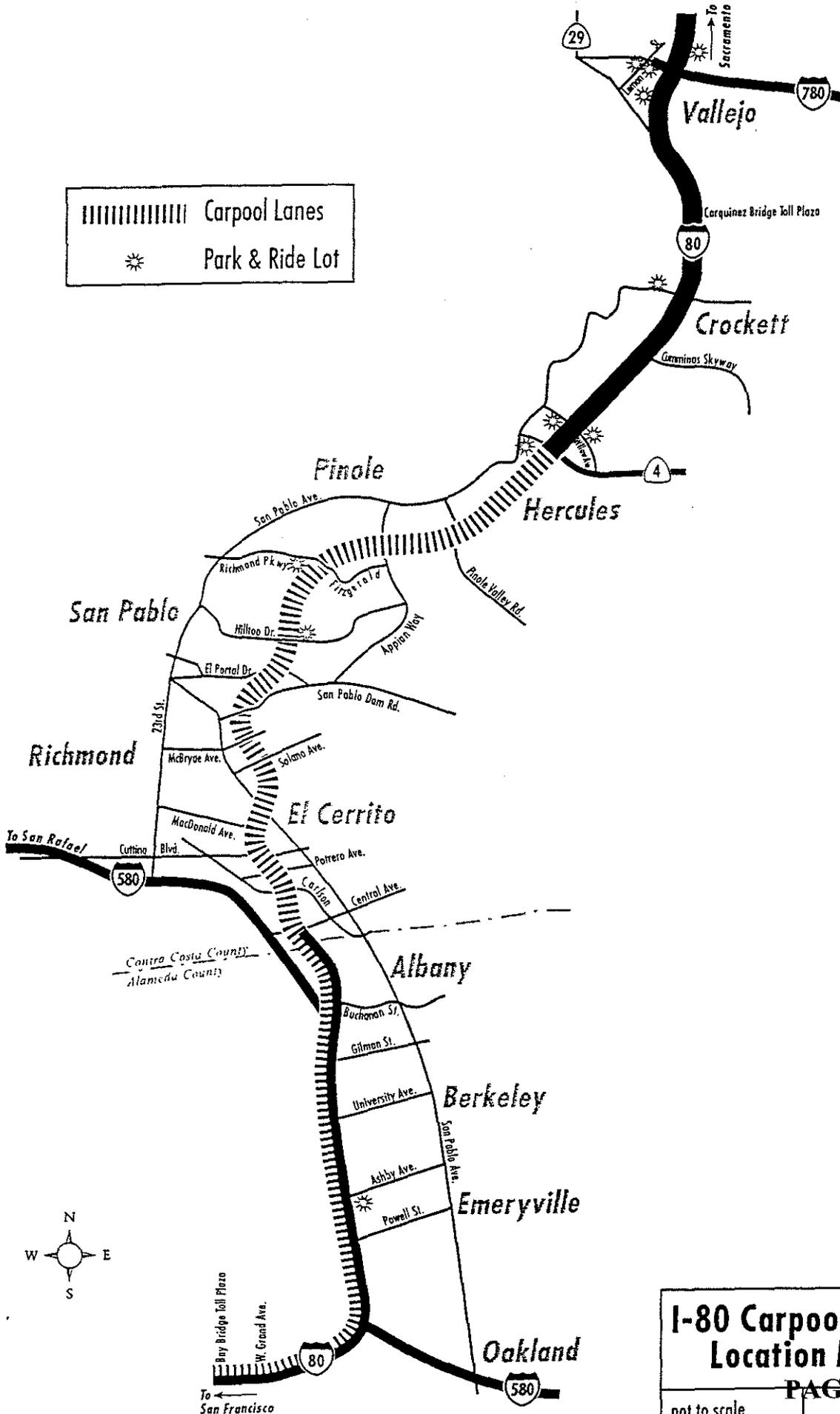
13 *Resolved*, That in order to promote statewide
14 consistency and to reduce confusion and safety risks to
15 motorists, the Department of Transportation and the
16 Department of the California Highway Patrol, in
17 consultation with regional transportation agencies, are
18 hereby requested to develop statewide criteria and
19 guidelines upon which to base future decisions
20 concerning the addition of, and operation hours of, HOV
21 lanes; and be it further

22 *Resolved*, That the Department of Transportation and
23 the Department of the California Highway Patrol, in
24 consultation with regional transportation agencies, are
25 hereby requested to develop a standardized review
26 process to periodically evaluate the effectiveness of each
27 HOV lane in the state in order to assess whether the lane's
28 objectives are being realized and to make appropriate
29 changes; and be it further

30 *Resolved*, That the Secretary of the Senate transmit
31 copies of this resolution to the Director of Transportation,
32 the Commissioner of the Department of the California
33 Highway Patrol, and the Executive Director of the
34 Metropolitan Transportation Commission.

O

	Carpool Lanes
	Park & Ride Lot



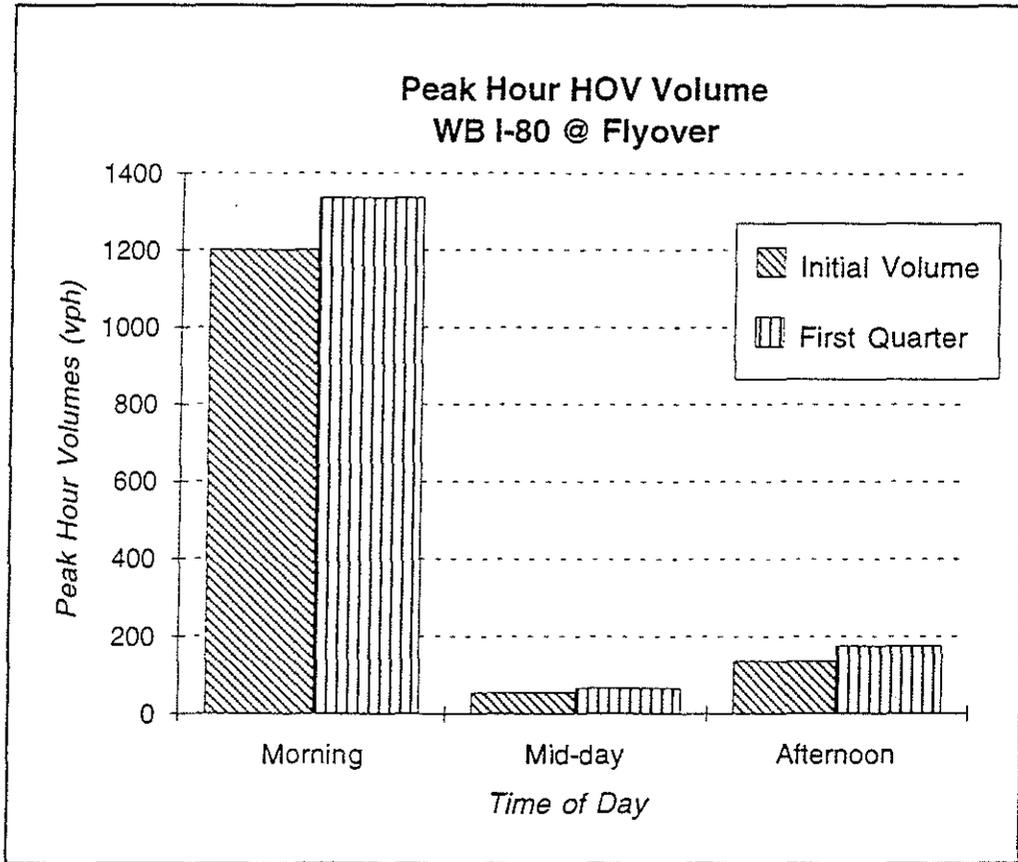
**I-80 Carpool Lanes
Location Map**
PAGE 42
not to scale April, 1998

I-80 Carpool Lane Peak Hour Volumes

WESTBOUND ROUTE 80

Peak Hour HOV Volume

Flyover	Initial HOV Volume	% Viol.	First Quarter	% Viol.
Morning	1203	5	1338	9
Mid-day	56	11	69	32
Afternoon	138	27	177	24



I-80 Carpool Lane Peak Hour Volumes

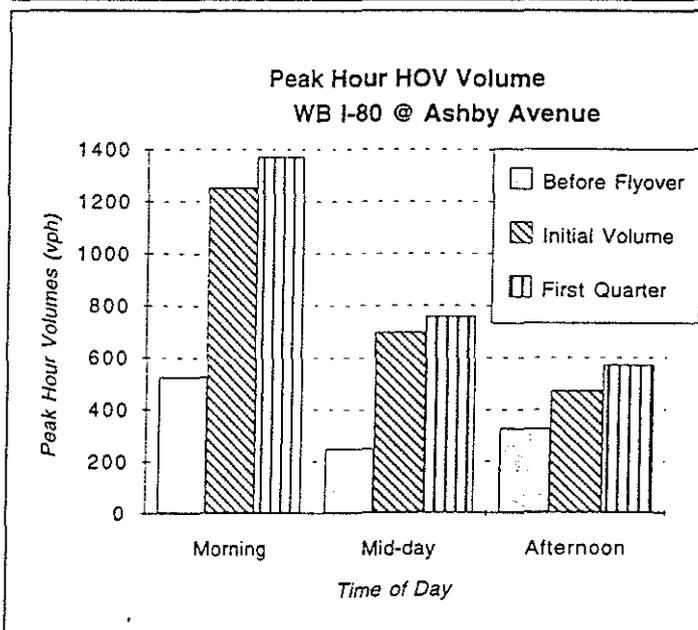
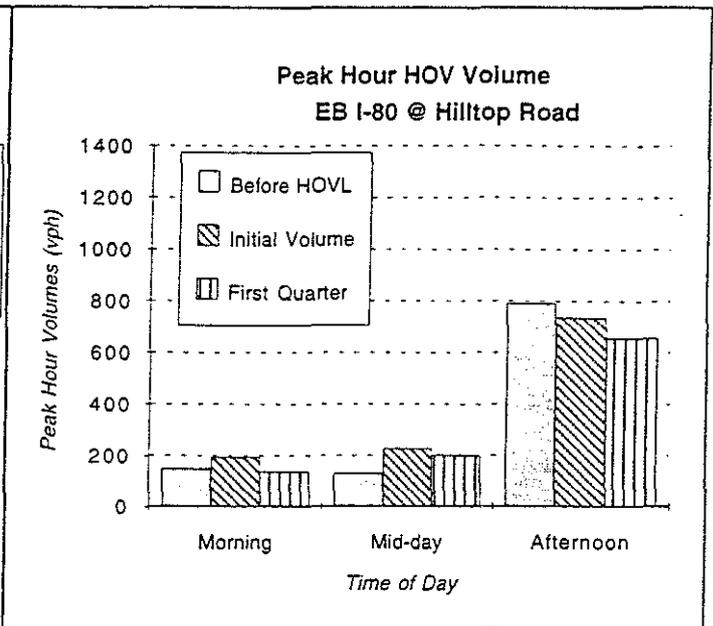
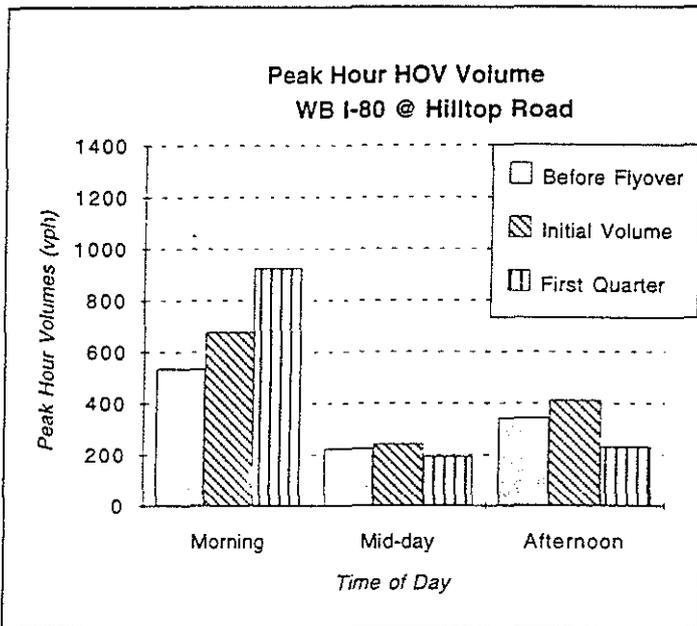
WESTBOUND ROUTE 80 Peak Hour HOV Volume

Hilltop	Before Flyover	Initial HOV Volume	% Viol.	First Quarter	% Viol.
Morning	535	678	70	927	6
Mid-day	224	242	73	193	30
Afternoon	343	412	89	233	19

Ashby/University	Before Flyover	Initial HOV Volume	% Viol.	First Quarter	% Viol.
Morning	527	1254	55	1372	13
Mid-day	250	698	80	760	83
Afternoon	329	473	14	572	41

EASTBOUND ROUTE 80 Peak Hour HOV Volume

Hilltop	Before HOVL	Initial HOV Volume	% Viol.	First Quarter	% Viol.
Morning	148	193	69	139	52
Mid-day	130	226	79	201	54
Afternoon	793	736	9	658	1





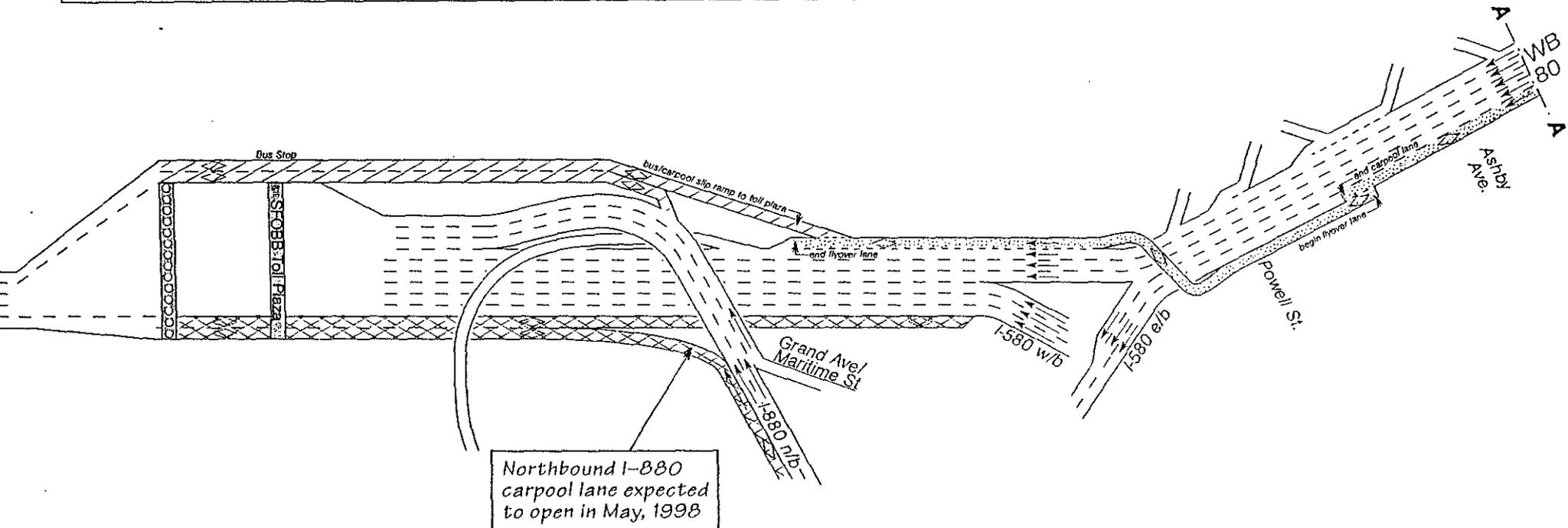
CARPOOL LANE CONFIGURATION

Alameda County - Bay Bridge Toll Plaza to Ala/CC County Line

04 - Highway Operations

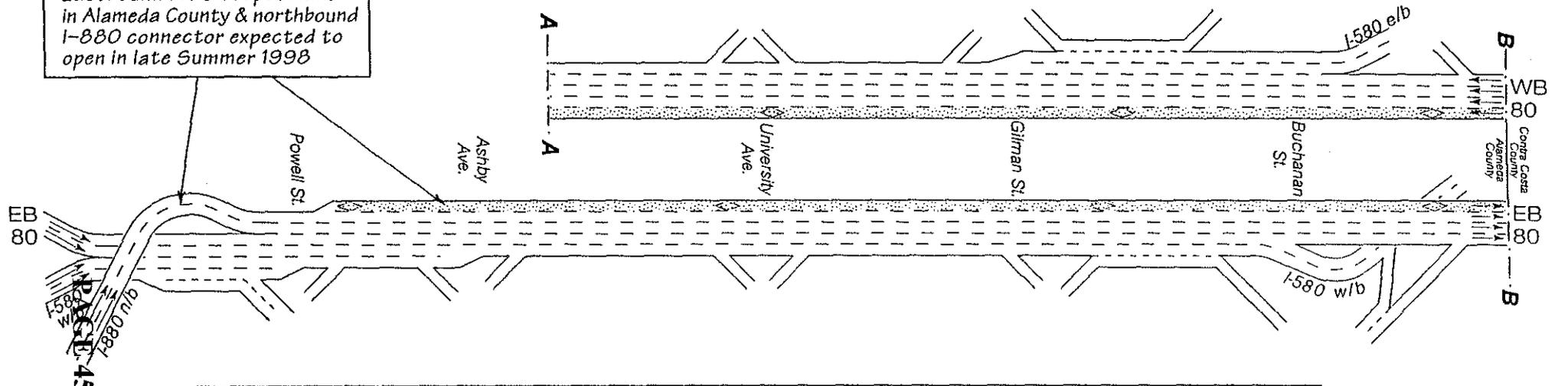
April, 1998

not to scale



Northbound I-880 carpool lane expected to open in May, 1998

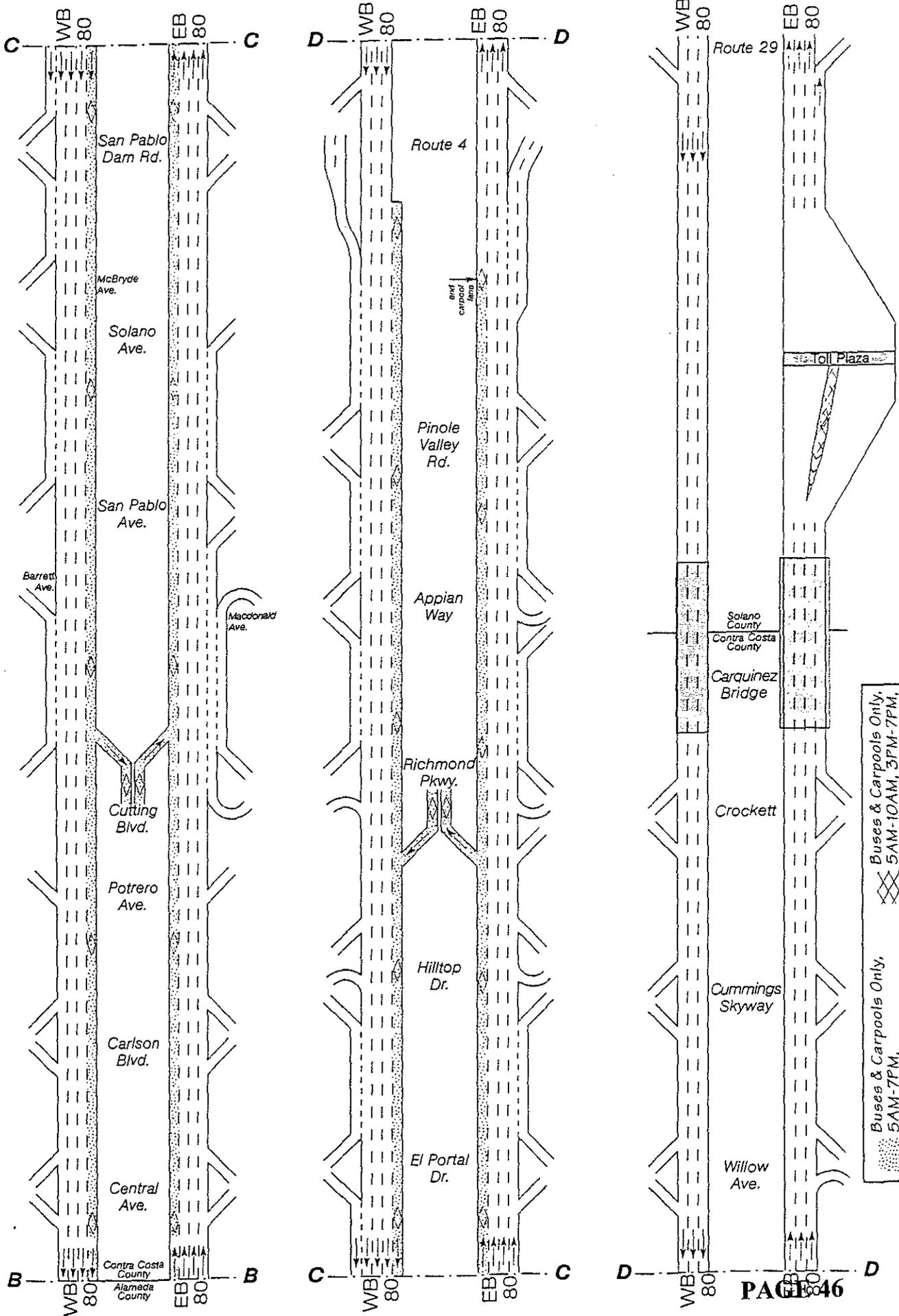
Eastbound I-80 carpool lane in Alameda County & northbound I-880 connector expected to open in late Summer 1998



	Buses Only, 24 hours, Carpools OK, 5AM-10AM, 3PM-7PM, Mon-Fri		Buses & Carpools Only, 5AM-7PM, Mon-Fri		Buses & Carpools Only, 5AM-10AM, 3PM-7PM, Mon-Fri
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04 - Highway Operations
 April, 1998
 not to scale

CARPOOL LANE CONFIGURATION
 Contra Costa County - Ala/CC County Line to Route 29



Buses & Carpools Only,
 5AM-7PM,
 Mon-Fri

Buses & Carpools Only,
 5AM-10AM, 3PM-7PM,
 Mon-Fri



DATE: May 6, 1998
TO: STA Board
FROM: Matt Todd
RE: FY 1998-99 TDA/STAF Claim

Transportation Development Act/State Transit Assistance Funds (TDA/STAF) are derived from 1/4 cent of the sales tax charged in Solano County. These funds are distributed to every jurisdiction in the county. The STA claims a portion of each jurisdiction's funds for the various functions we perform. The STA claims funds from the jurisdictions based on population for planning and administration funds and a combination of the number of trips and population for those jurisdictions that participate in Solano Paratransit.

The FY 98-99 Planning and Administration TDA claim is in the amounts approved in the budget in April and will cover the costs related to the operation of the STA (total STA costs covered half by gas tax funds and half by TDA). The Planning and Administration claim amount was approved by the Board for the amount of \$252,374. The Solano Paratransit service claim amount was approved by the Board for the amount of \$259,130. This budget accommodates 6,750 revenue hours for service in the northern county.

The Consortium marketing and planning effort is budgeted with \$128,825 for 1998-99 with \$40,000 being provided by City of Vallejo State Transit Assistance Fund and the other \$88,825 of State Transit Assistance Fund (STAF) provided by the other Solano transit operators (Vallejo's funds are in a separate account from the rest of the Solano operators).

An STAF claim of \$200,000 is also included to provide the local match to the Federal Transit Administration (FTA) Section 3 Earmark Funds for intercity buses. This would provide the match for the CNG powered bus proposed for Citylink Route 30 operating in the northern county along I-80 plus any additional match needed by jurisdictions that are part of the STAF (all operators except Vallejo who have their funds in their own account).

These funding levels were approved in the 1998/99 budget by the STA Board in April.

Recommendation

Staff and the Consortium recommend the Board approve the FY 1998-99 TDA/STAF Claim.

RESOLUTION NO. 98-

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE
FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION
FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT
ASSISTANCE FUNDS FOR FISCAL YEAR 1998-99

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 1998-99 for the purposes of operating Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel dated April 8, 1998.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriate TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA/STAF monies in Fiscal Year 1998-9.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

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 Authority at a regular meeting thereof held this 13th day of May, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

MTC Local Fund Application - Document A (b)
 Claim Summary
 Solano Transportation Authority
 April 27, 1998
 FY99

TDA Operating Fund Request

Article	Purpose	PUC	Amount	Apportionment Area
TDA 8	Transit Operating	99400 (c)	6,977	Dixon
TDA 8	Transit Operating	99400 (c)	87,900	Fairfield
TDA 8	Transit Operating	99400 (c)	1,205	Rio Vista
TDA 8	Transit Operating	99400 (c)	16,018	Solano County
TDA 8	Transit Operating	99400 (c)	41,427	Suisun
TDA 8	Transit Operating	99400 (c)	105,603	Vacaville
TDA 8	Planning & Admin	99400 (d)	18,391	Benicia
TDA 8	Planning & Admin	99400 (d)	9,179	Dixon
TDA 8	Planning & Admin	99400 (d)	59,847	Fairfield
TDA 8	Planning & Admin	99400 (d)	2,495	Rio Vista
TDA 8	Planning & Admin	99400 (d)	13,583	Solano County
TDA 8	Planning & Admin	99400 (d)	17,349	Suisun
TDA 8	Planning & Admin	99400 (d)	57,225	Vacaville
TDA 8	Planning & Admin	99400 (d)	74,305	Vallejo
TDA Total			511,504	

STA Operating Fund Request

Article	Purpose	PUC	STA fund	Amount	Apportionment Area
TDA 4	Planning & Admin	99313.	Northern County	88,825	Directly Apportioned
TDA 4	Planning & Admin	99313.	Small Operator	40,000	Vallejo
STA Total				128,825	

Other Operating Fund Request

AB 1107 Total	0
Feeder Bus Total	0

Total Operating Request 640,329

TDA Capital Fund Request

Article	Purpose	PUC	Amount	Apportionment Area

MTC Local Fund Application - Document A (b)
 Claim Summary
 Solano Transportation Authority
 April 27, 1998
 FY99

TDA Total		0
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STA Capital Fund Request

Article	Purpose	PUC	STA fund	Amount	Apportionment Area
TDA 4	Capital	99313.	Northern County	200,000	Directly Apportioned
STA Total				200,000	

Other Capital Fund Request

AB 1107 Total		0
Net Toll Revenue		0
Feeder Bus Total		0
Total Capital		200,000

Article 8 Streets and Roads		0
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The above named applicant hereby applies for an allocation of Transportation Development Act (TDA), State Transit Assistance (STA), Bridge Toll, AB 1107 and/or Feeder Bus funds, in the amount(s) and for the purposes as specified above. Applicant acknowledges that payment by a county auditor of an allocation made by MTC is subject to such monies being on hand and available for distribution, and agrees to the provision that such monies be used only in accordance with the terms of the allocation instruction issued by MTC.

Signature of Authorized Individual: _____
Name of Authorized Individual: Martin Tuttle
Title of Authorized Individual: Executive Director
Date: _____

Document E(a)

This claim is for both the operations of Solano Paratransit as well as the Planning and Administration monies.

1. Service and Operations Descriptions

- (a) Solano Paratransit provides paratransit services primarily for intercity trips for the residents of the cities of Dixon, Fairfield, Suisun City, Rio Vista, Vacaville, and unincorporated Solano County.
- (b) The service is a demand response service.
- (c) The service operates from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday, excluding holidays.
- (d) N/A
- (e) Solano Paratransit uses a fare structure based on the actual length of the trip provided. We will have the following fares in effect on July 1, 1998. Ticket books can be purchased for the system at transit offices, senior centers, and local government offices.

0-15 miles	2.00
15.1-25 miles	4.00
25.1-35 miles	6.00
35.1-45 miles	8.00

For trips beyond 45 miles in length, the mileage beyond 45 miles will be charged at \$0.20 per mile.

- (f) N/A
- (g) N/A

2. Service Coordination

- (a) All the required ADA coordination arrangements are currently in place and documented by the ADA Compliance Plan Update of 1996.
- (b) The SolanoLinks Consortium work plan for FY 98-99 is proposed to perform follow up activities to the 5 Year Intercity Transit Plan as well as continuing to perform a comprehensive marketing effort of transit services in Solano. The planning effort is proposed to include additional work on coordinating routes and times between operators, a capital and operating

plan for intercity ADA paratransit services, and coordinating joint purchases, maintenance, and fueling facilities. The marketing effort includes follow-up efforts to this years projects including newspaper and cable spots, posters, and improved internet information.

The STAF portion of the claim is intended to implement the action plans of that study in accordance with SB1474.

3. Efficiency and Effectiveness
 - (a) N/A
 - (b) N/A
4. Description of Capital Program
 - (a) N/A
 - (b) The STA is in the process of purchasing two CNG fueled paratransit vans through an air district funded grant.
 - (c) The Solano Paratransit operation is specified in the most recent Solano County Transportation Plan Update
 - (d) N/A
 - (e) N/A
5. Significant Budget Provisions
 - (a) N/A
 - (b) N/A
 - (c) N/A
 - (d) N/A
6. Service Contracts
 - (a) We currently have the City of Fairfield operating our Solano Paratransit service as per our JPA which allows the STA to look to its member jurisdictions to provide services. We have a contract with the city of Fairfield and are planning to exercise an option to continue the contract through FY 1998-99.

- (b) N/A
- (c) Any contractor we use, whether chosen directly by the STA or through one of our member jurisdictions, is found by a competitive bid process. This process follows the generally accepted practice of releasing an RFP, receiving proposals, and making a decision based on a combined measure of the firm's experience, personnel, ability, and cost.

7. Applicant's Financial and Management Information Data

N/A

8. Planning and Administration

- (a) The total planning and administration budgeted under TDA Section 99400(d) for the STA in 1998-99 is \$252,374. Approximately \$7,500 of that budget is devoted exclusively to contract administration and planning related to the Solano Paratransit service.

The remaining \$244,874 in funds will support functions performed by STA staff in relation to the Paratransit Coordinating Committee, the unmet needs process, transit and transportation planning, and other administrative services performed by the STA.

STAF monies will primarily be used to fund the SolanoLinks Consortium and a local match required for a FTA capital grant. The SolanoLinks Consortium will perform activities such as transit information and marketing, paratransit and intercity transit coordination and organizational coordination.

- (b) Planning and administration monies will be used to cover costs in the attached STA Budget for 1998-99.

9. Description of Unmet Needs

N/A



DATE: May 6, 1998
TO: STA Board
FROM: Matt Todd
RE: Subsidized County Taxi Service

The County Transportation Department has requested that the STA administer a subsidized taxi service for the unincorporated area around Benicia. This service is currently being used by one individual. Between December 1 and March 31, 12 one way trips have been made. The county would provide a 50% cost subsidy for the trip to the taxi service providing the trip (Benicia Yellow Cab). The County does this in other cities using the existing subsidized taxi program of the area, but Benicia does not have a subsidized taxi program for the county to utilize.

The trips to date require about \$110 to be reimbursed to the taxi company to cover the 50% subsidy. If the STA performs this through the Transportation Development Act (TDA) claim we file, the County will not have to perform the costly TDA audit that would likely incur a higher cost than the subsidies provided to the taxi provider. Staff would include this with the Solano Paratransit TDA Claim paperwork, and would need a small amount of additional staff time to complete the work we normally perform.

The funding to support this program would come from the County's portion of the LTF and would not affect any other jurisdiction's funds claimed by the STA.

Recommendation

Staff and the Consortium recommend the approval of the STA's courtesy role in administering this minor program for the County Transportation Department.



DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Solano Requests for Project Study Reports (PSRs)

Caltrans staff requested that the STA develop a list of requests for PSR development in Solano County. PSRs have long been a requirement for State Transportation Improvement Program (STIP) funding. This request is more critical than ever due to the requirements in SB 45 for detailed advance planning studies. The long lead time required for transportation projects requires advance planning studies years before a funding request can be considered. Caltrans is currently staffing up to produce PSRs to meet future needs.

At the last TAC meeting, STA staff requested proposals from TAC members for PSRs from their jurisdictions for the April TAC meeting. Most of the requests received were for freeway interchange improvements. Historically, Caltrans has not funded PSRs for freeway interchange improvements involving local arterials. Caltrans does allow local jurisdictions to prepare PSRs for freeway interchanges with local arterials subject to Caltrans review and approval. The likelihood of Caltrans funding PSRs for the interchange projects requested is not good. The prioritization of these interchanges would also be problematic, and may be contentious at the local level.

STA staff recommends that the STA request PSRs for regional projects and allow local jurisdictions to pursue PSRs for freeway interchanges involving local arterials directly with Caltrans, as has been done in the past. The STA staff and TAC propose the following studies:

- Capitol Corridor train station at Benicia
- Auxiliary lanes on I-80 from Air Base Parkway to Travis Boulevard
- Update to the PSR for the Cordelia truck scales on I-80
- I-80 from Highway 4 to Highway 37
- I-80 High Occupancy Vehicle (HOV) lanes from Fairfield to Vacaville

Recommendation

Approve the proposed list of requests for new regional PSRs. These requests will be prioritized in cooperation with Caltrans staff.

Attachments

Project Study Reports (PSRs) in Solano County

REQUESTED:

- | | | |
|-----------|----|--|
| Benicia | 1) | PSR equivalent for the Benicia Capitol Corridor train station |
| Dixon | 1) | I-80 at Highway 113 - interchange improvements |
| | 2) | I-80 at West A Street/Dixon Avenue - interchange improvements |
| | 3) | I-80 at Pedrick Road - interchange improvements |
| | 4) | I-80 at Pitt School Road - interchange improvements |
| Fairfield | 1) | I-80 and Suisun Valley Road - interchange improvements |
| STA | 1) | Auxiliary lanes on I-80 from Air Base Parkway to Travis Boulevard |
| | 2) | Reevaluate the PSR to relocate/improve the Cordelia truck scales on I-80 |
| | 3) | I-80 HOV lanes from Fairfield to Vacaville |
| Vacaville | 1) | I-80 at Nut Tree Road - interchange improvements |
| | 2) | I-505 at Vaca Valley Parkway - interchange improvements |
| Vallejo | 1) | I-80 at Redwood - interchange improvements |
| | 2) | I-80 at American Canyon/Hiddenbrooke - interchange improvements |
| | 3) | I-80 from Highway 4 to Highway 37 |

COMPLETED:

- Highway 12 - widen to four lanes in Rio Vista
- Highway 12 - widen to four lanes from I-80 to Napa County
- I-80 - widen to eight lanes from Vacaville to Dixon
- I-80 at Leisure Town Road - Interchange improvements
- I-80/505 Weave Correction - interchange improvements
- I-80 at Cherry Glen Road - Interchange improvements
- I-80 at North Texas - Interchange improvements
- I-80 at West Texas - Interchange improvements
- I-80 at Cordelia truck scales
- I-80 at Green Valley Road - interchange improvements
- I-80/680 auxiliary lanes (Phase 1 and 1a)
- I-680 at Lake Herman Road - interchange improvement

April 27, 1998



04-16-98P01:30 RCVD

April 14, 1998

Public Works Department

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

**SUBJECT: CITY OF BENICIA PROJECT STUDY REPORT (PSR)
REQUEST**

Dear Marty:

It is hereby requested that the City of Benicia's Capital Corridor Train Station at the I-680/I-780 interchange be included in the prioritized list for PSR development in Solano County.

Should you have any questions regarding this matter, please do not hesitate to give me a call at (707) 746-4240 or Alan Nadritch, Finance Director, at (707) 746-4223.

Sincerely,

Daniel Schiada
Assistant Director of Public Works

DS:kt
F:\PW\Dani\STA-498

cc: Virgil Mustain, Director of Public Works
Alan Nadritch, Finance Director



April 15, 1998

Department of
Public WorksSolano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun, CA 94585

ATTN: KIM KLOEB

RE: CALTRANS PROJECT STUDY REPORT (PSR) REQUESTS

Dear Mr. Kloeb:

As a follow-up to your memorandum of April 6, 1998, the following information is provided. There are four major interchanges along Interstate 80 within the Dixon City limits. Over the next decade all four interchanges will require modifications with the widening of some overcrossings and the realignment of on and off ramps at others. The City is currently in the process of selecting a consultant to develop concept alignments and plan lines for all four interchanges. Once that is done, the next logical step is the development of Project Study Reports.

Although it is difficult to prioritize interchange improvements, the interchange at I-80 and State Route 113 (North First Street) is the most important from a regional traffic perspective, particularly as development continues to occur around the interchange both in the City and in the County.

The interchange of West A Street/Dixon Avenue and I-80 has a number of major traffic circulation problems which will need to be addressed in the near future.

The interchange of I-80 and Pedrick Road will require major modifications as development occurs. The Pitt School Road at I-80 interchange is the fourth on the list and will ultimately need some changes.

It is important to note the relatively short shelf life of a PSR and the importance of project funding in the process. Realistically, State and regional financial support will probably be necessary to properly improve these interchanges.

Sincerely,

RONALD J. TRIBBETT
Director of Public Works

City of Dixon

PAGE 60



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

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

April 15, 1998

Kim Kloeb
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

SUBJECT: Call for Caltrans Project Study Reports (PSR)
(File: Miscellaneous Correspondence - Solano Transportation Authority)

Dear Kim:

This letter is in response to your memorandum dated April 6, 1998 requesting member agencies to submit a prioritized list of requests for PSR development within Solano County. Accordingly below are Vallejo's recommendations for such PSR studies.

In both the STA's and City of Vallejo's comments on the Draft Environmental Impact Statement for the Carquinez Bridge Project it was requested that Caltrans commit to completing a PSR level study for I-80 between Route 4 and Contra Costa County through the Vallejo Route 37 interchange. Since Caltrans' response did not make such a commitment I believe it would be appropriate for the STA to reiterate this request.

Although the City of Vallejo strongly believes that a PSR study for this sub-standard segment of I-80 is needed to determine the ultimate configuration as well as developing a funding strategy for improving this corridor, we do have two specific interchanges which are a higher priority: 1) the I-80/Redwood Interchange is the City's highest priority for a PSR study. This interchange is the most heavily traffic interchange on I-80 within the City of Vallejo. Geometric improvements are needed to improve the capacity of this interchange. The City of Vallejo has been working with Caltrans District 10 for many years to upgrade this interchange. Although some geometric improvements have been made to improve capacity of this interchange, additional modifications are needed to eliminate the backup of traffic onto Interstate 80. 2) The reconstruction of the I-80/American Canyon/Hiddenbrooke Parkway Interchange is a condition of approval for the Hiddenbrooke Subdivision Development. As homes are built within this development a fee will be collected to pay for this interchange modification. Accordingly a PSR study is needed to identify the modifications needed at this interchange.

Kim Kloeb
Solano Transportation Authority
SUBJECT: Call for Caltrans Project Study Reports (PSR)
April 15, 1998

If you have any additional questions regarding this request, please call me at 648-4316.

Sincerely,

A handwritten signature in black ink that reads "Gary A. Leach". The signature is written in a cursive style with a large, looping initial "G".

GARY A. LEACH

GAL/scd

cc: Penny Barclay, City Manager
Taner H. Aksu, Senior Civil Engineer

I:\Shell\PSRSTUDY.wpd

May 13, 1998
Agenda Item 6.9



DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: AB 96 (North Coast Railroad Authority)

As requested by STA Board Member Barbara Kondylis, STA staff has researched AB 96 (Storm-Martin), the bill allowing Napa and Solano Counties to join the North Coast Railroad Authority (NCRA).

According to the bill's author, AB 96 is currently a "spot bill" in which the current provisions are expected to be replaced with amendments concerning STIP funding eligibility for the NCRA. Although it appears the bill will soon no longer directly impact Solano, some background on the NCRA may be useful for future discussions.

The NCRA became a local agency in 1990 to foster continued rail service in the north coast region (Del Norte County to the Bay Area) in light of, at the time, potential bankruptcies of various railroad lines. The counties of Humboldt, Mendocino, Sonoma and Trinity have representatives on the Board, with Marin having the option to join. In addition, there is a representative from a city served by the rail line, and an ex officio member from the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

Through its operating arm, the NCRA moves freight from the north coast to Solano, via Jamison Canyon on the Union Pacific-owned tracks, in order to connect to the maintain UP tracks at Fairfield. NCRA has no plan to provide regular passenger service on this route. However, in 1996, the NCRA, with Marin County and GGBHTD, formed a Joint Powers Board and purchased tracks from Healdsburg to Marin, utilizing \$51 million in state and federal funds for the purchase. This line is envisioned for future passenger service to help relieve congestion on the Highway 101 corridor.

The NCRA is most known for its considerable financial problems and its outstanding \$12 million loan from the federal government that was used for the Healdsburg-Marine track purchase. The Federal Emergency Management Administration's current position is the NCRA can not receive federal disaster funds, which were considered a key component of the loan repayment strategy, because the NCRA's financial records are "unauditable".

Recommendation

Direct staff to monitor AB 96 to ensure that future amendments do not mandate Solano's participation in the NCRA given the outstanding financial liabilities of the organization and the lack of direct benefit of its planned activities to our county.

AMENDED IN ASSEMBLY MAY 1, 1997
AMENDED IN ASSEMBLY APRIL 21, 1997
AMENDED IN ASSEMBLY MARCH 19, 1997

CALIFORNIA LEGISLATURE—1997-98 REGULAR SESSION

ASSEMBLY BILL

No. 96

Introduced by Assembly Member Strom-Martin

January 6, 1997

An act to amend Sections 93010 and 93011 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 96, as amended, Strom-Martin. Transportation: North Coast Railroad Authority.

~~(1) Existing~~

Existing law establishes the North Coast Railroad Authority with a service area comprised of the Counties of Humboldt, Mendocino, Sonoma, and Trinity, to provide rail passenger and freight service within those counties. The County of Marin is authorized to elect to join the authority.

Existing law requires the authority to be governed by a board of directors, composed of, among others, 2 persons appointed by each of the Boards of Supervisors of the Counties of Humboldt and Mendocino.

This bill would ~~revise the service area of authorize the Counties of Napa and Solano to join the authority to include the Counties of Napa and Solano,~~ in addition to the counties specified above.

The bill would authorize the Boards of Supervisors of the Counties of Napa and Solano to appoint 2 persons to the authority's board of directors if those counties elect to join the authority.

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

The people of the State of California do enact as follows:

1 SECTION 1. Section 93010 of the Government Code
2 is amended to read:

3 93010. (a) The authority is hereby created, having a
4 service area comprised of the Counties of Humboldt,
5 Mendocino, ~~Napa, Solano~~, Sonoma, and Trinity, to
6 provide rail passenger and freight service within those
7 counties.

8 (b) The County of Marin, *the County of Napa, and the*
9 *County of Solano* may elect to join the authority and, if
10 that election is made, the authority is expanded to include
11 that county *or counties*.

12 SEC. 2. Section 93011 of the Government Code is
13 amended to read:

14 93011. The authority shall be governed by a board of
15 directors, composed as follows:

16 (a) Two persons appointed by each of the Boards of
17 Supervisors of the Counties of Humboldt and Mendocino.
18 If the County of Marin, the County of Napa, the County
19 of Solano, or the County of Sonoma elects to join the
20 authority, the board of supervisors of the county so joining
21 shall appoint two persons to the board of directors.

22 (b) A city representative, selected by the cities served
23 by the rail line.

24 (c) A board member of the Golden Gate Bridge,
25 Highway and Transportation District, who shall serve as
26 a nonvoting, ex officio director of the authority.

27 All directors, except the ex officio director, shall serve
28 for terms of two years and until their successors have
29 qualified.

O



DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: 1998-99 STA Priority Projects/Project Development Funding

To maximize the effectiveness of the Board, staff and agency partners, it is important for the STA to define a list of STA priority projects. As in the past, no project will be eligible for STA Project Development funds unless it is included on the priority list, but the list can be modified by the STA Board at any time to include a future project. Last month, the STA Board approved \$110,000 in the 1998-99 STA budget for project development.

This is the third year the STA has developed a list of priority projects. Most of the key Solano projects have already been identified and are still ongoing. Planning projects completed this year, such as the Solano Transportation Plan and the Intercity Transit Plan, will move into implementation phases in 1998-99, and should continue to receive a high priority to build upon the cooperative work already completed.

One new project that should be addressed in 1998-1999 is a Traffic Safety Project Implementation Plan. Traffic safety was identified as a top public concern in the polling for the Solano Transportation Plan. New federal funding criteria adopted by MTC will provide funding for safety and operational projects, but on a region wide competitive basis. The development of a prioritized program of safety projects will be essential to compete for these funds. STA staff proposes \$25,000 in Project Development funding to have a consultant develop this plan.

Another aspect of an already adopted priority project that should be addressed is the land-use/transportation plan for the I-80 Reliever Route. This study should be completed during the coming fiscal year to develop public support for the project, and ensure that the project compliments transit needs and discourages urban sprawl.

The STA staff recommends the balance (\$15,000) of the Project Development funding be set aside for miscellaneous Project Development, and that other projects on the list be monitored to determine if Project Development funds might be needed later in the fiscal year. Additional funding for these projects would require STA Board approval. Additional Project Development funding may be available mid-year after the STA audit determines the amount of carry-over funding from the 1997-98 fiscal year.

Staff will provide a brief overview of each project at the meeting.

Recommendation

Approve the attached list of STA priority projects and allocation of Project Development funds.

Proposed Criteria for STA Priority Projects

A STA Priority Project must:

1. Meet the needs of STA mission statement, i.e. supports economic development and ensures quality of life in Solano County.
2. Impact riding public from more than one jurisdiction, i.e. county or regional significance.
3. Have realistic funding opportunities and be implemented entirely or “stand alone” phases advanced in current fiscal year.
4. Have strong support of implementing agency’s policy board(s).

DRAFT

STA Project Development Fund	
Proposed 1998-99 STA Priority Projects	
(listed in alphabetical order)	
Project	Proposed 1998-99 PD Funds
Benicia-Martinez and Carquinez Bridge Projects	*
Capitol Corridor	\$5,000
Federal Lobbyist (1)	\$15,000
Highway 12 Improvements	*
Highway 37 Project	*
I-80/680 Auxiliary Lanes	*
I-80 Reliever Route - Land Use Study	\$15,000
Intercity Transit Plan - Implementation	*
Mare Island Access Study	\$10,000
Solano Bike Route Plan - Implementation	\$15,000
Solano Transportation Plan - Implementation	\$10,000
Traffic Safety Project Study	\$25,000
Vacaville CNG Fueling Facility	*
Miscellaneous Project Development	\$15,000
TOTAL	\$110,000

(1) To pursue earmark funding through the end of this federal fiscal year (September 30)

Benicia-Martinez Bridge Project

Goal: Ensure the delivery of the second Benicia-Martinez Bridge span is kept on schedule and local issues relating to the project are addressed.

Lead agencies: Caltrans, STA and the City of Benicia

Project Summary: Caltrans is proceeding with planning and design of the second Benicia-Martinez Bridge project, which was funded by Regional Measure One bridge toll revenues. Key issues include:

- Caltrans has determined the design of the new span will be similar to the current bridge -- concrete box girder.
- Caltrans has agreed to include provisions for future light rail in the design of the new bridge. The California Transportation Commission (CTC) has agreed to fund the additional cost.
- The new location of the bridge has been finalized. Due to the need expressed by the Union Pacific Railroad for additional clearance between the project and their railroad bridge, the new bridge will be located farther to the east. The CTC has approved the additional cost to relocate the bridge.
- Caltrans is seeking an alternative maintenance facility site somewhere other than the reconstructed 680/780 interchange area. They are currently working with the City of Benicia on a site location.

Project Needs: Continue to work with Caltrans, the Contra Costa Transportation Authority, and the City of Benicia to address issues concerning the bridge, including mitigation of construction impacts on traffic flow.

STA Funding: None proposed at this time.

Schedule: Construction is scheduled to start in 1998 (grading for the toll plaza) and be completed in 2001.

Carquinez Replacement Bridge Project

Goal: Assist Caltrans in accelerating the construction schedule of the new Carquinez Bridge Project from 2004 to 2001 and ensure the interests of the City of Vallejo and Solano County are incorporated into the project.

Lead agencies: Caltrans, STA and the City of Vallejo

Project Summary: Caltrans decided it is not feasible to seismically retrofit the oldest of the two existing Carquinez Bridges and, as a result, will accelerate construction of a replacement bridge for the oldest bridge, the westbound span, built in 1927.

The new bridge was authorized by the passage of Regional Measure One in 1988. Key issues include:

- The type of bridge design has been resolved. The replacement bridge will be a two tower suspension bridge.
- Resolve scoping issues with Caltrans and the Contra Costa Transportation Authority (CCTA) including, short and long term impacts to Interstate 80 through the City of Vallejo, and construction impacts.
- Working with local officials and the public to develop the project.

Project Needs: STA staff to monitor critical items and provide advocacy on issues of concern to the City of Vallejo and the STA.

STA Funding: None proposed at this time.

Schedule: Construction is scheduled to begin in 1999.

Capitol Corridor

Goal: Promote continued development of comprehensive passenger rail service on the Capitol Corridor, including shifting the management of the service from Caltrans to a regional Joint Powers Board.

Lead Agency: Capitol Corridor Joint Powers Board (CCJPB), and STA

Project Summary: The Capitol Corridor passenger rail service was implemented in 1991, serving the Interstate 80 corridor from Roseville to San Jose with a local stop at Suisun City. Fifth and sixth daily round trips are proposed in the Governor's budget for 1998-99. Key issues for the service include:

- Supporting the transfer of the management of the Capitol Corridor from the state to the CCJPB.
- Improving the current annual ridership of approximately 500,000 and fare revenues.
- Completing the Proposition 116 funded capital improvements to the tracks on schedule in order to increase train speeds and frequency.
- Developing passenger stations at Fairfield-Vacaville, Dixon, and Benicia as outlined in the Solano Rail Facilities Plan.
- Completing improvements to the Suisun/Fairfield station.

Project Needs: STA to monitor Capitol Corridor issues and provide advocacy on items of interest to the STA Board.

STA Funding: \$5,000

Schedule: Track and signal improvements are ongoing and expected to be completed by February, 1999. TCI funds have been programed for R-O-W acquisition for the Fairfield-Vacaville station, and for the Dixon station. Another TCI grant was also secured by the STA for improvements to the Suisun/Fairfield station and negotiations are pending with the land owner.

Federal Lobbyist

Goal: Secure federal funding for Solano earmark and Section 3 funding requests.

Lead agencies: STA

Project Summary: Key issues include:

- Secure the proposed \$7.4 million in federal earmark funding for the I-80 Reliever Route.
- Secure the proposed \$1 million in federal earmark funding for improvements to Wilson Avenue in Vallejo.
- Secure the requested \$2.7 million in federal Section 3 funding for acquisition of buses for intercity transit service in Solano County.

Project Needs: Retain the services of a lobbyist to support the federal funding requests in Washington until the end of the federal fiscal year.

STA Funding: \$15,000

Schedule: Contract may be extended to the end of this federal fiscal year on September 30. The earmark and Section 3 funding levels should be determined by that time.

Highway 12 Improvements

Goal: Ensure the timely implementation of the HR 45 Short Range Recommendations on Highway 12.

Lead Agency: Caltrans, STA

Project Summary: In December 1994 Caltrans prepared a report to the state legislature in response to House Resolution 45 (Hannigan) that reviewed the options to improve the safety of driving on State Route 12, including the immediate (1 year), short range (5 years) and long range solutions needed between Suisun City and the City of Rio Vista. The STA will work with Caltrans to ensure that the immediate and short range operational enhancements are implemented on schedule. Specific projects that will be monitored include:

- Increased enforcement activities on Route 12, including enforcement of the double fine law.
- Monitor left turn lane improvements at the Route 12/113 intersection, and the Route 12/Branscombe Road intersection.
- Work with Solano County and Caltrans to ensure that improvements are completed at the Scally Road intersection.
- Work with Caltrans to ensure timely delivery of State Highway Operations and Protection Program (SHOPP) projects to extend the existing passing lanes on Highway 12.
- Work with Caltrans to confirm funding and ensure timely delivery of the vertical curve correction project.
- Work with MTC, Caltrans and Rio Vista to include long term (Track I and II) improvements in the Regional Transportation Plan (RTP).
- Work with the CTC to include Highway 12 as a priority route for Interregional Transportation Improvement Program funding.

Project Needs: STA staff will work with Caltrans to monitor the SHOPP projects. STA staff will work with Rio Vista, Caltrans, MTC, and the CTC to advocate for funding.

STA Funding: No STA funding recommended at this time. Monitor for need.

Schedule: Ongoing for 1998-99.

Highway 37 project in Vallejo

- Goal:** Secure funding for the Highway 37/29 interchange, and monitor schedule for construction of improvements to Highway 37 from the Napa River Bridge to Highway 29.
- Lead Agencies:** Caltrans, STA, and the City of Vallejo
- Project Summary:** The first phase of the Highway 37 project would widen Highway 37 from the Napa River Bridge up to Highway 29 in the City of Vallejo. Funding for the Highway 37/29 interchange is proposed for the 1998 State Transportation Improvement Program (STIP) and should be confirmed at the California Transportation Commission meeting in June.
- Project Needs:** Continue to advocate for full funding for the Highway 37/29 interchange project. Monitor the entire Highway 37 project to ensure that it remains on schedule. (Recent changes to the STIP include strict financial penalties for STIP projects that do not meet schedule.)
- STA Funding:** None proposed.
- Schedule:** Confirm STIP funding at the June 2 California Transportation Commission meeting.

I-80/680 Auxiliary Lanes

Goal: Confirm funding and monitor project schedule.

Lead Agency: Caltrans, STA

Project Summary: The junction of Interstate 80 with Interstate 680 is one of the most congested segments of the I-80 Corridor in Solano County. Daily traffic volumes on this segment exceed 100,000 vehicles per day. The EIR for the Benicia-Martinez Bridge identified this improvement as the most needed improvement in the traffic impact area of the new bridge. This project is proposed for \$6.9 million in funding in the 1998 State Transportation Improvement Program (STIP).

Key issues are:

- Confirm STIP funding
- Monitor project to ensure timely delivery
- Work with Caltrans on construction impact mitigation

Project needs: Confirm funding for the project. Ensure timely delivery.

STA Funding: None proposed at this time.

Schedule: Confirm STIP funding at the June 2 California Transportation Commission meeting.

I-80 Reliever Route

Goal: Ensure funding, deliver programmed projects, and explore the need for a conceptual land use plan for the I-80 Reliever Route corridor.

Lead Agencies: STA, MTC, Fairfield, Solano County, Suisun City, and Vacaville

Project Summary: Phase 1 of the I-80 Reliever Route will provide 4 continuous lanes from I-80 in Vacaville to Highway 12 in Suisun City. The system includes State Route 12 from I-80 to Walters Road, Walters Road, including an extension of Walters Road to Cement Hill Road, Cement Hill Road to Peabody Road, Vanden Road to the Leisure Town Road extension, and Leisure Town Road to I-80.

The I-80 Reliever Route traverses four jurisdictions and is surrounded by land uses that include agricultural, residential, and industrial. The area connecting Fairfield and Vacaville along Vanden Road includes agricultural land that could be developed, or preserved as open space between the two cities. A conceptual land use plan may be needed to provide guidelines for any development that does occur along the Reliever Route corridor, and incorporate transit and pedestrian friendly design elements into the project. Major Reliever Route project tasks include:

- Explore the need for a conceptual land use plan for the corridor
- Construct the Leisure Town Road Extension, and the Peabody/Cement Hill Road intersection projects
- Confirm funding for the Vanden Road realignment to Peabody Road, the Walter Road extension to Cement Hill Road, R-O-W for the Leisure Town Road interchange, and improvements to Walters Road

Project Needs: Confirm proposed state and federal funding, deliver programmed projects, and explore the need for a conceptual land use plan. MTC would provide funds for the STA to hire a consultant to work with stakeholders to explore the need for a conceptual land use plan.

STA Funding: \$15,000 would be reserved to match potential funding from MTC to develop the conceptual land use plan for the I-80 Reliever Route, if needed.

Schedule: The conceptual land use plan for the I-80 Reliever Route corridor would be developed during fiscal year 1998/99, contingent upon STA Board approval, a consensus of stakeholders to prepare the plan, and MTC funding. The Leisure Town Road extension should be completed by the end of 1998. Improvements to the Peabody Road/Cement Hill Road intersection should begin construction in the summer of 1999. The realignment of Vanden Road to Peabody Road at Cement Hill Road should also begin construction in the summer of 1999, contingent upon securing STIP funding by June 2, 1998.

Intercity Transit Plan - Implementation

Goal: Implement the plan to coordinate intercity transit and paratransit systems to improve administration and operating efficiency.

Lead Agency: SolanoLinks Transit Consortium

Project Summary: The STA adopted the Intercity Transit Plan in 1997. This is a proactive plan with the objective of expanding service and avoiding any potential reduction of intercity transit and paratransit services throughout Solano County. The initial emphasis is on establishing fully coordinated countywide transit services. Major implementation tasks include:

- Coordinate funding requests and schedules with member operators
- Coordinate service with member operators
- Continue the coordinated marketing effort started in 1997-98
- Seek funding for buses to meet intercity transit needs
- Implement other priority elements of the 1998/99 Work Plan as approved by the Consortium.

Project Needs: STA would hire consultants to work with the Consortium.

STA Funding: None proposed at this time. Monitor for need.

Schedule: Ongoing for 1998-99.

Mare Island Access Study

Goal: Complete Mare Island Access Study to identify transportation improvements needed for reuse.

Lead Agency: City of Vallejo

Project Summary: The purpose of this study would be to identify the transportation needs for the Mare Island Reuse Plan, evaluate the ability of the existing transportation facilities to meet the future uses of Mare Island, and develop a cost effective transportation program that will facilitate the island's reuse. Although this study will take a cursory look at providing a new Southern Bridge access to Mare Island, it is expected that improvement of the existing access routes to the island in combination with transportation improvements on the island will be more cost effective and feasible in the short term. Access transportation improvements to be evaluated will include: Highway 37 easterly to I-80 and westerly to I-101; Mare Island Causeway northerly to Highway 37 and southerly to I-80/I-780 via City streets; rail service, ferry service, bus service and bicycle/pedestrian access. This study will also develop a detailed circulation plan for Mare Island.

In 1994 Congressman George Miller obtained a \$500,000 Demonstration Project Grant to fund this Mare Island Access Study. To date, the City has been unable to proceed with this study due to the lack of the 20% local match (i.e. \$100,000) required.

Project Needs: A transportation consultant to be retained by the City of Vallejo to prepare this Mare Island Access Study Report.

STA Funding: \$10,000

Schedule: To begin when the balance of local match is secured.

Solano Bike Route Plan - Implementation

- Goal:** Implement key segments of the primary bike routes in the Countywide Bicycle Plan
- Lead Agency:** STA
- Project summary:** This is a continuing follow-up to our Solano Countywide Bicycle Plan. Particular attention would be given to prioritizing and implementing the key remaining gaps of the primary bike route.
- Prepare an update to the southern portion of the Countywide Bicycle Plan.
 - Assist staff to investigate and apply for additional funding (i.e. PVEA, TEA, CMAQ, BLA, TFCA, etc.) for key segments.
 - Work with the Bicycle Advisory Committee to complete the new BikeLinks map project.
- Project Needs:** Retain a consultant to work with member jurisdictions, the Bicycle Advisory Committee, and the public to update and implement the plan.
- STA Funding:** \$15,000
- Schedule:** Ongoing for 1998-99.

Solano Transportation Plan - Implementation

Goal: Implement the recommendations of the Solano Transportation Plan.

Lead Agency: STA

Project summary: STA, and the Solano Economic Development Corporation (SEDCORP) jointly developed a plan to maintain mobility in Solano County over the next 10-15 years, including a list of proposed transportation projects and programs. Key tasks include:

- Seek new local funding
- Deliver already programmed projects
- Advocate for additional state and federal funds
- Educate the public on the need for local funding

Project Needs: Ongoing public education program.

STA Funding: \$10,000

Schedule: The Solano Transportation Plan recommended that a list of projects and programs be presented to the voters as an advisory measure on the November 1998 ballot.

Traffic Safety Project Study

Goal: Develop a prioritized plan and funding strategy for traffic safety projects.

Lead Agency: STA

Project summary: Traffic safety was noted as a top public concern during the development of the Solano Transportation Plan. Recent MTC changes to the federal funding process will allow Solano to compete for regional safety project funding.

- Identify traffic safety problems
- Develop recommendations for safety improvements
- Develop cost estimates for the proposed improvements
- Develop funding strategy
- Advocate for funding

Project Needs: The STA proposes to hire a consultant to develop the plan.

STA Funding: \$25,000

Schedule: It is expected the plan would be completed during fiscal year 1998-99.

Vacaville CNG Facility

- Goal:** Monitor and support the efforts of the City of Vacaville to implement a Compressed Natural Gas (CNG) fueling facility for transit and other public vehicles and the purchase of CNG vehicles.
- Lead Agency:** City of Vacaville
- Project Summary:** The City of Vacaville has secured CMAQ funds to construct a CNG facility and acquire three CNG buses. Vacaville has three years to complete these projects. Vacaville has indicated that it will allow other public agencies to utilize this new facility. The STA has been working on a transit coordination study which includes promoting intercity transit services and providing opportunities for joint use of transit facilities.
- STA Funding:** None proposed.
- Schedule:** On-going during FY 1998-99 and beyond in context with the implementation of the Intercity Transit Plan.



DATE: May 6, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Red Top Slide/McGary Road Closure

Fairfield's City Council voted to temporarily close McGary Road, a frontage road to I-80, on April 21, due to unsafe conditions caused by a major landslide impacting I-80 west of Red Top Road.

The 3.5 mile McGary Road runs along the south side of I-80 between the Vallejo city limits at Hiddenbrooke Parkway/American Canyon Road interchange and Red Top Road in Fairfield. The city placed temporary barriers on the road at Red Top Road to the north and the Fairfield city limits to the south on February 24. The council's action authorizes locked gates at these locations.

I-80 in this area is threatened by a "ancient" landslide to the north, with earth movement increasing the past three years due to wet weather. The damage and decision to close McGary Road prevents the road from being used as a detour route if an accident or the landslide closes all or portions of I-80. According to the city council's resolution, emergency vehicles and owners of adjacent land have the right to use the road.

The city plans to repair and reopen their portion of the road once Caltrans successfully mitigates the landslide. Until then, no convenient alternative route to I-80 now exists to connect the cities of Fairfield and Vallejo. McGary Road is also a segment of the planned bicycle route from Vallejo to Fairfield.

Given the regional significance of McGary Road, STA staff requested the City of Fairfield to not make a final decision regarding the locked gates until the STA Board had the opportunity to review the issue. Although the request was not granted, STA staff has been working with Caltrans to identify possible federal funding to assist the city with the road repairs.

Caltrans District Director Harry Yahata and District Office Chief Skip Sowko will update the Board on the work to mitigate the landslide and efforts to secure federal emergency funds for I-80 and McGary Road.

Recommendation

Direct STA staff to assist Caltrans and the City of Fairfield with funding requests for the necessary repairs caused by the Red Top landslide to I-80 and McGary Road.

Attachments

REDTOP SLIDE FACT SHEET 4/14/98

File: 4-SOL-80-PM-9.9/10.8
Red Top Landslide

Interstate 80 in Solano County at American Canyon, between Lynch Road (PM 9.52) and Red Top Road (PM 11.2), has had a long history of pavement distress. Both eastbound and westbound lanes at PM 9.9 and 10.75 at American Canyon cross two very large, active "ancient" landslides. The two slides are adjacent to each other, and further investigation may indicate a linkage. The slide movement is causing distress in the pavement of both eastbound and westbound lanes, requiring repeated overlays and leveling with AC pavement to maintain the roadway. Immediate repaving is sometimes necessary due to relatively sudden movement caused by subsidence, or pressure from the slide movement causing the concrete slabs to lift and buckle, requiring immediate grinding and/or repaving. Some concrete slabs have already been replaced with full depth AC pavement. The total length of affected roadway is 4,700 lineal feet. The main cause of the slide movement is groundwater related.

A total of \$3 million has been expended on slide investigation, slide stabilization, and pavement and drainage facility repair. The slide is continuing to creep and we are proceeding with further stabilization measures.

The purpose of the work to date was to: (1) Investigate the geologic and geohydrologic conditions within a very large creeping landslide mass underlying Route 80 for a distance of 0.8 miles; (2) Determine the physical dimensions and depth of the slide; (3) Install a number of pumping wells to lower the piezometric groundwater levels within the slide to slow the slide movement; (4) Assess the effectiveness of the wells in lowering the piezometric levels to the elevation of the slide plane; (5) Determine the number of wells necessary to stabilize the slide; and (6) Repair the roadway surface and drainage facilities which are slowly and progressively being damaged by slide movement, with occasional episodes of abrupt damage which requires immediate repair.

Most of these goals have been achieved or are in the process of being achieved, with the exception of determining the ultimate number of wells necessary to stabilize the slide.

Post-It™ brand fax transmittal memo 7671		# of pages > 3
To Marty Tuttle	From Steve Cobb	
Solano Transportation Authn	Caltrans, Public Affairs	
Dept. Executive Director	Phone (510) 942-6007	
Fax (707) 438-0656	Fax (510) 988-6913	

Eight pumping wells all came on line on or before January 31, 1998 and are collectively producing 70,000 to 128,000 gallons of water per day despite two of the wells on the extreme east side of the slide having been recently destroyed by shearing along the slide plane at a depth of approximately 100 feet. The piezometers indicate substantially reduced piezometric head at depths associated with the slide plane, within several hundred feet of the well. Of the 22 slope inclinometers installed since 1996, 16 were sheared off by slide movement at depths ranging from 26 to 124 feet. The slope inclinometers have provided the depth of the slide plane over a broad area, and it was determined that the slide is approximately 0.8 mile wide, 0.75 mile long and in excess of 130 feet deep.

Based on the results of the investigation to date, it is concluded that the geohydrologic conditions within the slide mass are favorable for stabilizing the slide with deep pumping wells. The wells have a radial influence as much as 300 feet and pumping has lowered piezometric head up to 70 feet at 100-foot distance from the well at some locations. At this time, it is not possible to specify how many pumping wells would be required to stabilize the slide; additional wells and continued monitoring and analysis should provide the information needed to make this assessment within the next twelve months.

The roadway sustained considerable damage from slide movement this past winter, beginning on about February 15 and continuing to the present. Approximately 1/4 to 1/2 of the slide movement measured since we began monitoring in 1996 occurred between December 1997 and March 1998. We strongly believe that the slide moved much less than it would have with the reduced piezometric levels produced by pumping. The 200% or so higher-than-normal rainfall caused by El Niño conditions is believed to have produced this greater slide movement.

There is now an extensive monitoring system set up to monitor well production and piezometric levels within the slide mass, and slide movement. By studying this monitoring data over time, we anticipate being able to determine and install the number of wells necessary to stabilize the slide.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

April 10, 1998

Members: Mr. Ron Hurlbut, Public Works Director
City of Fairfield
1000 Webster Street
Fairfield, CA 94533

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

Dear Ron:

Given the Solano Transportation Authority Board's interest in maintaining mobility options between Solano's cities, I am writing to follow up on our phone conversation today in regard to the city's proposed temporary closure of McGary Road.

As a result of the landslide impacts occurring underneath and adjacent to Interstate 80, it is my understanding that city staff will propose a resolution approving the temporary closure of the portion of McGary Road within the city limits of Fairfield at the April 21 council meeting. However, it is also my understanding that the proposal will be forwarded to the STA Board for consideration (May 13 meeting) and that no action by the city to install permanent gates or berms will be taken until the STA Board is provided the opportunity to comment on the proposal.

We look forward to working with you and your staff in advance of the STA Board meeting to explore potential long-term improvements, along with identifying funding sources, to preserve McGary Road as an alternative local and emergency road between the city limits of Fairfield and Vallejo.

Many thanks for your cooperation on this matter.

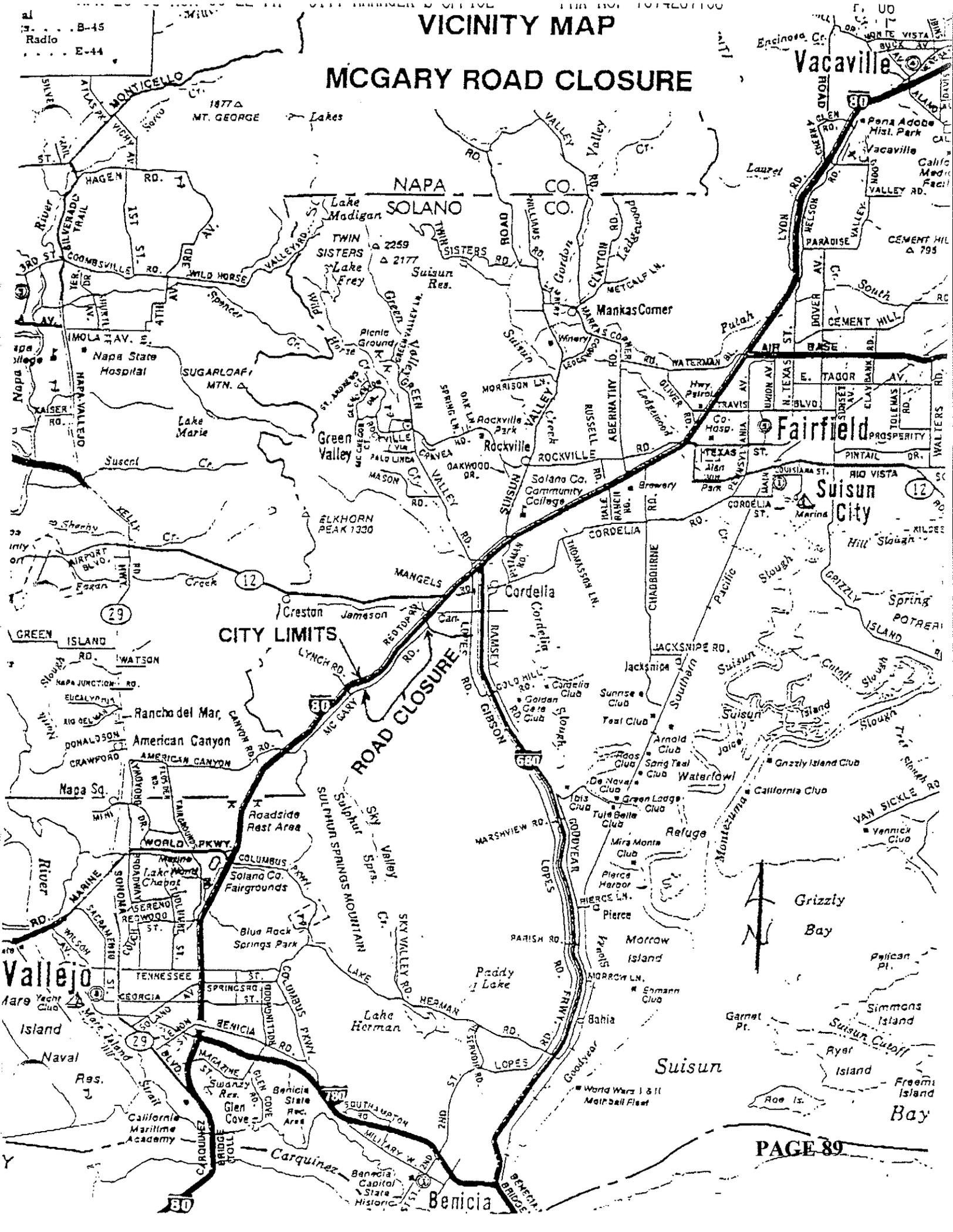
Sincerely,

Martin Tuttle
Executive Director

cc: STA Board

VICINITY MAP

MCGARY ROAD CLOSURE



SOLANO SCENE

Fairfield vows to find repair money for I-80 slide

By Ian Thompson
DAILY REPUBLIC

FAIRFIELD — The Fairfield City Council vowed to put its own shoulder to the wheel Tuesday to break loose state and even federal money to fix the large slide that is buckling Interstate 80 west of Red Top Road.

"This is a catastrophe," Councilwoman Karin MacMillan said of the moving

earth that continues to damage the major freeway linking Fairfield to San Francisco. "I don't want us fooling around."

The concern came out when the council voted to keep McGary Road closed after Public Works Director Ron Hurlbut showed them graphic videos of how badly slides seriously broke up and undermined the frontage road next to I-80.

Hurlbut closed the road on Feb. 24 after severe winter rains triggered

slides that seriously damaged I-80 and tore huge chunks out of McGary Road.

The slides are an old problem that were only aggravated by the heavy rains, Hurlbut said.

Frustrated Caltrans workers have pumped \$2.5 million in repairs, wells, pumps and tests since late last year to keep the major commuting artery open. Continued sliding has sheared off some of the wells and Caltrans plans to spend

another \$2.5 million on more wells and repairs. This spending doesn't even start to tackle the slide itself, Hurlbut said.

Councilman Steve Lessler told Hurlbut to keep working with Caltrans. He, MacMillan and Councilman Harry Price also told the group of Fairfield people going to Washington next month to lobby for federal help.

In other business, the council quickly approved a 45-day moratorium on

allowing any new adult entertainment businesses in town while the city attorney retools the city's ordinances governing them.

The move will allow City Attorney Greg Stepanicich to revise and update the present ordinance, adopted in 1984, to reflect court decisions that have clarified what powers cities have. Stepanicich expects to have a draft revision ready for the council by late June or early July.

City officers lobby in D.C.

I-80 slide repairs don't qualify for federal funding

By Ian Thompson
DAILY REPUBLIC

5-5-98

WASHINGTON, D.C. — If Fairfield expects federal money to save Interstate 80 from a massive underground slide west of the city, it will have to wait until the slide tears out the vital transportation link.

That's the message Fairfield City Council members heard Monday morning in Washington from Jim Overton, a representative of the Federal Highway Administration.

"They are waiting for an accident to happen before they can help," said Mayor George Pettygrove, frustrated. He wonders how many people and cars an accident would endanger.

City Hall worries that a sudden closure of I-80 at Red Top Road could paralyze the region's commute and commerce.

Four Fairfield council members and City Manager Kevin O'Rourke are making the rounds of congressional representatives and federal agencies in Washington this week to press them about the slide and other Fairfield-related issues.

The meetings got a disappointing start Monday when the FHA told them fixing the slide area doesn't qualify for federal emergency funding.

Caltrans estimated that solving the problem will cost \$350 million. It proposes a \$20 million, two-year experiment to stabilize the slide.

Heavy rains last winter created a large landslide that damaged I-80 just west of Red Top Road and forced Fairfield to close McGary Road, a frontage road nearby.

State geologists blame an underground slide of mud and water for wreaking havoc on the interstate, spawning sinkholes, buckling pavement and loosening lane dividers last winter. Caltrans has been working on or monitoring the road most of the time since.

"We would rather see the federal government use a preventive form of medicine," Councilman Harry Price said.

The council plans to approach the Federal Emergency Management Agency later this week but expects to

Lobby From Page One

hear the same message, Pettygrove said.

"The only way to (get federal funds to repair I-80) is to get the Legislature to change the rules and that will take time," Pettygrove said. "Here we have a disaster waiting to happen."

Meanwhile, council members continue to stump for federal money to improve a reliever route that will divert local traffic off I-80 at it grows more congested.

"We are talking to our representatives for continued support," said Steve Lessler, a Fairfield councilman and member of the Solano Transportation Authority.

Congress is less than two weeks from voting on a plan that could give Solano County \$7.4 million in Intermodal Surface Transportation Efficiency Act (ISTEA) funds to improve and expand the reliever route through Vacaville and Fairfield, Lessler said.

The need to improve the I-80/Interstate 680 interchange was placed before the staffs

The only way to (get federal funds to repair I-80) is to get the Legislature to change the rules and that will take time. Here we have a disaster waiting to happen.

— Mayor George Pettygrove

of Solano County Reps. Frank Riggs and George Miller, as well as Sen. Barbara Boxer.

"They understand it's a regional commerce issue," Lessler said, referring to the East Bay traffic that uses the interchange en route to the Sacramento area.

The group will continue its rounds today — this time going to the Pentagon, the National Endowment for the Arts and the House Postal Subcommittee.

The council plans to argue in favor of replacing the aging, unsafe air control tower at Travis Air Force Base and learn the Air Force's position on improving housing at the base.

A new ZIP code for the Cordelia area and a larger post office for Fairfield will dominate talks today with the House Postal Subcommittee and on Wednesday with Postal Service officials, Vice Mayor Noreen O'Regan said.

"The present post office is inadequate," she said.

O'Regan will also lobby Congress to keep supporting the NEA, which has indirectly helped Fairfield arts programs, and lobby the NEA itself for several Fairfield youth and arts programs.

Price is lobbying for continued "impact aid" money for schools affected by Travis Air Force Base, and increased special education funds to pay the cost of teaching special education students from the base.

Memorandum

To: HARRY YAHATA
District Director

Date: April 20, 1998

File: 04-Sol-80-8.0/12.0
McGary Frontage Rd.
Slide Damage

From: Department of Transportation - 04
Office of Local Assistance

Subj: Storm Damage Repair to McGary Frontage Road

1. Federal-aid Eligibility

As requested, I have checked our records to assess whether the City of Fairfield had sought disaster assistance through our office for the repairs to McGary Road between American Canyon Road and Red Top Road. They have not contacted our office.

A review of the classification map (copy attached) shows the road to be functionally classified as a local road—i.e. less than a minor collector. Therefore, it would not qualify for federal-aid under the FHWA's Emergency Relief Program, even if the City had contacted us.

The City's request for federal assistance should be sent to the State Office of Emergency Services, which processes applications to the Federal Emergency Management Agency (FEMA) for aid provided by the Robert T. Stafford Disaster Relief and Emergency Assistance Act. The OES will also evaluate the City's request for the State Natural Disaster Assistance Act, which may supplement the FEMA assistance. More information can be found in the OES publication entitled "NDAA - Eligibility Guidelines and Claiming Instructions." If the City needs further assistance, we can provide them with the application forms to send to the State Office of Emergency Services.

2. Freeway Agreement Information

Also, you requested the particulars concerning our freeway agreement for that portion of I-80. I have attached a copy of the July 25, 1966 Agreement, which transfers the title, control, and maintenance of the frontage road to Solano County.

If I can be of any further help, please give me a call at Calnet 6-5226.



Richard J. Monroe, Chief
Office of Local Assistance