



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 • Fax 438-0656

MEETING NOTICE

June 10, 1998
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
Regular meeting
6:00 pm

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

ITEM

- 1.0 Call to Order - Confirm Quorum
- 2.0 Approval of Agenda
- 3.0 Executive Director's Report
- 4.0 Comments/Update from Staff, Caltrans, and MTC
- 5.0 Opportunity for Public Comment
- 6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)
- 6.1 Minutes of Meeting of May 13, 1998 Page 17
- 6.2 Draft Minutes of May 27, 1998 TAC meeting Page 23
- 6.3 One Year Extension of Solano Paratransit Contract (Matt Todd) Page 27
- 6.4 Solano Paratransit Statistics (Matt Todd) Page 31
- 6.5 COLA (3%) for STA Employees (Martin Tuttle) Page 33
- 7.0 ACTION ITEMS: FINANCIAL
- 7.1 Regional TFCA Application for Electric Recharging Facilities and Electric Vehicles (Dan Christians) Page 35
- 8.0 ACTION ITEMS: NON-FINANCIAL
- 8.1 Reliever Route Transportation/Land Use Plan - Phase 1 - Request for Proposals (Martin Tuttle) Page 39
- 8.2 Solano Travel Safety Study - Request for Proposals (Martin Tuttle) Page 43
- 8.3 North Coast Railroad Authority Legislation (AB 96) (Martin Tuttle) Page 45
- 8.4 New STA Mission Statement (Martin Tuttle) Page 51
- 9.0 INFORMATION ITEMS: NO ACTION NECESSARY
- 9.1 Federal Funding Update (Martin Tuttle) Page 53
- 9.2 State Transportation Improvement Program (STIP) Update (Martin Tuttle) Page 61
- 9.3 November Ballot Advisory Measure - Discussion Only (Martin Tuttle) Page 63
- 9.4 I-680 High Occupancy Vehicle (HOV) Lanes Project (Kim Kloeb) Page 71
- 9.5 Cancellation of August Board Meeting (Martin Tuttle) Page 73
- 9.6 Board Members Comments
- 10.0 Adjourn. (Next Meeting: July 8, 1998)



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

June 10, 1998
Agenda Item 3.0

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle *mt*
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.*

***1998 State Transportation Improvement Program (STIP):** The California Transportation Commission (CTC) approved a remarkable level of funding for Solano projects when they adopted the new STIP at their June 2 meeting in Irvine. Approximately \$180 million for Solano includes the STA's bid for state discretionary funds for the Highway 37/29 interchange and I-80/680 interchange projects, and a major safety project for Highway 12 (see agenda item 9.2).

***Federal Funding:** The ISTEA reauthorization bill -- titled the Transportation Equity Act for the 21st Century, or TEA 21, approved on May 22 provides earmarked funds for the I-80 Reliever Route (\$14.45 million) and Wilson Avenue (\$750,000). The higher than expected funds for the Reliever Route are a credit to Senator Boxer and the STA's focused, sustained advocacy efforts.

Capitol Corridor: The Capitol Corridor Joint Powers Board approved the agreements allowing the train service to be transferred to regional control on May 28. The transfer is expected to take place on July 1, or after the Director of Caltrans signs the agreements (anticipated to occur within the next two weeks). The CCJPB meets again on June 10.

I-80/McGary Road: Senator Boxer's proposed amendment to the federal funding reauthorization bill making McGary Road eligible for funding from the Emergency Relief Program failed to appear in the final conference bill for TEA 21. Attached is background information from the California Highway Patrol in regard to emergency detour plans if the landslide forced a closure to all or portions of I-80 (This information was requested at the last Board meeting).

***Employee COLA:** A 3% cost-of-living adjustment for STA employees is proposed in agenda item 6.5. Funding for the COLA was included in the 1998/99 STA budget approved by the Board in April.

Executive Director's Report, page two

SolanoLinks: SolanoLinks promotional campaign that coincided with "Try Transit Week" (May 10-16) raised public awareness of Solano transit services with the distribution of 70,000 newspaper inserts and the airing of a 60-second commercial on local cable channels. Consultants will present a proposed Intercity Five Year Plan at the Consortium's June 24 meeting.

***Solano Transportation Plan:** A meeting of the SEDCORP Transportation Action Team will be soon scheduled to review draft language for an advisory ballot measure as outlined in agenda 9.3. Matt Todd and I gave an overview of the plan to the Highway 12 Association. A four-color edited version of the plan will be printed in July.

I-80 Carpool Lanes: MTC is preparing a draft report in response to State Senator Richard Rainey's legislation (SCR 78), which request's Caltrans, CHP and MTC to jointly conduct a study of the I-80 HOV lanes -- looking primarily at hours of operations. A draft should be available to review in advance of next month's Board meeting.

Highway 37: The Federal Highway Administration is expected to sign the Record of Decision on June 16, allowing for the start of design and right-of-way acquisition. Caltrans' Katie Yim is the new project manager.

Reliever Route: Boardmember Sperring and I were requested to make a presentation to the Solano County Grand Jury's Transportation Committee on June 8.

San Joaquin/Solano Cooperation: Dan Christians and I met with San Joaquin Regional Transit District staff to inquire if their Lodi-Napa State Hospital subscription bus service could make local stop(s) on Highway 12. We are researching if there is Solano employee interest at the hospital.

Upcoming events

- | | |
|---------|--|
| June 18 | Contra Costa Transportation Authority/STA Subcommittee in Martinez |
| June 19 | Bay Area CMA Association in Oakland |
| June 24 | Metropolitan Transportation Commission meeting in Oakland |
| June 24 | SolanoLinks Intercity Transit Consortium in Suisun City |
| June 24 | STA TAC meeting in Suisun City |
| June 26 | Bay Area Partnership in San Francisco |
| July 8 | STA Board meeting in Suisun City |

Attachments

Priority project status report, CHP detour routes for I-80, correspondence to Sen. Boxer, newspaper clippings and The Ferguson Group report

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

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	\$8,000	*	\$0	-CTC approved \$17.3 million supplement for Light Rail and the bridge relocation 9/97 -Groundbreaking scheduled for this fall for grading at southern approach
Capitol Corridor CCJPB, STA	\$5,000	*	\$1,400	-Transfer agreement approved by the CCJPB on 5/28 -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 in TEA21
Federal Lobbyist STA	\$22,500	*	\$18,000	-Reliever Route earmark for \$14.45 million and Wilson Ave for \$.75 million in TEA21 legislation -Seeking \$2.7 million bus purchase appropriation
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	-CTC approved \$33.3 million for shoulder widening and vertical curve corrections in the 1998 SHOPP -Construction to extend 4 passing lanes scheduled to start in the year 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-\$101 million programmed to fully fund the Highway 37 project including the 37/29 interchange in the 98 STIP -FHWA expected to sign the ROD 6/98
I-80/I-505 Weave Correction Caltrans, Vacaville	*	*	*	-Vacaville pursuing interim project with local funds
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
I-80 Reliever Route Implementation Plan STA	*	*	*	-\$14.45 million federal earmark programmed -CTC approved \$13.5 million in STIP funding
Intercity Transit Plan ** STA	\$5,000	\$170,000	\$3,307	-Newspaper insert and cable ads ran during Try Transit Week May 10-17
Miscellaneous Project Development ****	\$37,500	*	*	-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	\$10,000	-Commenced design work for BikeLinks map -Completed funding applications for EEMP, OTS and YSAQMD grants
Solano Transportation Plan STA	\$40,000	\$25,000	\$27,500	-Final Draft adopted at April 8 meeting -Design/printing to be completed in July
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$150,000	\$209,711	\$62,207	

* No funds allotted at this time

\$359,711

** Total cost of the Intercity Transit Plan Marketing and Planning services through April 30 is \$115,758

*** Total spent on the Solano Bike Route Plan through April 30 is \$11,204

**** 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

In April, Board approved \$10,000 for additional cost of printing the plan

BART to supervise Capitol Corridor

◆ Two more round-trips expected by October

By **JEFF ABERBACH**
Enterprise news editor

SUISUN — After 18 months of legal wrangling, the Capitol Corridor passenger rail service is about to come under new management.

An agreement transferring control of the rail service from the state Department of Transportation to a multi-agency Joint Powers Authority (JPA) was endorsed Thursday by the transit panel.

Day-to-day management of the rail corridor will now be supervised by the Bay Area Rapid Transit District, which has six directors serving on the 15-member JPA. Other board members represent transit districts in Yolo, Solano, Sacra-

mento, Placer and Santa Clara counties.

The transfer of authority was scheduled to take place nearly two years ago, and was authorized by the Legislature as a sign of displeasure over the way Caltrans was operating the service.

Disagreements between the state and BART over a number of legal issues, including liability and financing, delayed the transfer.

State officials will continue to fund the rail service, which costs about \$15 million a year.

With the management issues all but resolved, and with work on a \$67 million track/signal upgrade nearly complete, officials are pushing to improve service along the corridor, which now provides four daily round-trips between Sacramento/Davis and the Bay Area that

carry about 40,000 passengers each month.

Two additional round-trips are scheduled to be added by late October, pending negotiations with the Union Pacific Railroad over use of tracks between Oakland and San Jose.

One alternative would add weekday departures from Davis to the Bay Area at 6:30 a.m. and 4 p.m., while a second alternative would add weekday departures from Davis to the Bay Area at 11 a.m. and 4 p.m.

It will be left to the JPA to decide which alternative to pursue: the first adds an extra morning train from Davis to the Bay Area, while the other allows for an early morning arrival in Sacramento to draw Bay Area business travelers.

The Capitol Corridor could expand to as many as 10 daily trains within two years.

5-29-98

Red Top Drop

On 2/18/98, Area met with Bob Walker, Don Kiser, and District 4 traffic engineers to discuss the possibility of a major mudslide and loss of I-80 in the area west of Red Top Road. CalTrans geologists do not feel that this hillside will experience a major failure. They do admit that recent storms have resulted in some major movement along the steeper faces of the hill, but do not believe that a major event is imminent. The CalTrans members present, however, agreed that the development of a contingency plan would enhance the joint response of our agencies in the event of a major slide.

Three scenarios exist:

- 1) A major and sudden slide closing westbound lanes: See contingency below.
- 2) A major slide closing west and east bound lanes: See below.
- 3) A slow moving slide that allows CalTrans to predict the closure and develop it in stages. In this case, Area will provide traffic control support to CalTrans much as we do in Mazeep/Cozeep situations.

Scenario 1 & 2:

A CMS/HAR package has been developed through the TMC. When CalTrans is advised of the slide, they will activate the following -

- HAR Dixon - Advisory message indicating that I-80 is closed at I-680.
- CMS Davis - "I-80 closed at I-680"
- CMS Cordelia - "Use I-680"
- CMS Gold Hill - "I-680 to W/B I-80 Closed"

Our immediate response should be -

- Divert all traffic from westbound I-80 to I-680;
- Divert northbound I-680 traffic to eastbound I-80;
- Close Red Top westbound on ramp to I-80;
- Close Green Valley westbound on ramp to I-80;
- Provide traffic control at SR-12 and Red Top road;
- Coordinate with Napa CHP in the event that it is necessary to close eastbound SR-12 @ SR-29.

If we loose both east and west bound I-80: Close eastbound I-80 at American Canyon and simply reroute that traffic onto westbound I-80 or American Canyon Road.

Have the GGCC advise all local agencies within Solano County of the closure. We can expect at least a two hour response for CalTrans to respond with additional signage and equipment. When they have everything in place they will split the traffic approaching I-680 and make SR-12 available to traffic attempting to access areas north of the Golden Gate Bridge. Traffic accessing Oakland/San Francisco south will be sent to I-680. These closures could be expected to remain in place from 3 to 10 days depending on the severity of the slide.

Alternate Routes

Name of major I/C, artery or location of recurring incident	I-80 W/B
S. R 113 South I/C (or N. 1st St. City of Dixon)	Exit to s/b Pedrick Rd to w/b Midway Rd to s/b S.R. 113 (south of city of Dixon) or continue west on Midway Rd to w/b I-80.
Between Cherry Glen off and N. Texas (Nelson Hill)	Exit to n/b Cherry Glen off, to w/b Lyons Rd to to w/b I-80 on
S/B I-680 I/C	Exit to n/b Abernathy Rd, to w/b Rockville Rd, to s/b Suisun Valley Rd to w/b Mankas Blvd, to s/b Green Valley Rd, to w/b I-80 on, or to go s/b I-680, go s/b Green Valley Rd to s/b I-680 on-ramp
Hunter Hill, w/of American Cyn	Exit to w/b American Cyn Rd, to w/b Flosden Rd (Fairgrounds Dr.) to e/b S.R. 37 to w/b I-80 on
Carquinez Bridge	Exit to s/b I-680 (city of Fairfield) or exit to e/b I-780 (city of Vallejo) to s/b I-680 to w/b S.R. 4 to w/b I-80 (city of Hercules).
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The Ferguson Group Solano Transportation Authority Summary of Activity – May 1998

Monitor Transportation Equity Act 21 ("TEA 21" - ISTEA Reauthorization) status. Provide legislative status reports to Solano Transportation Authority staff as requested. Meetings with congressional staff regarding I-80 Reliever Route project. Support congressional staff with information regarding projects. Communications with Northern California congressional delegation staff on status of TEA 21 legislation and project funding, including:

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

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).

<i>Project</i>	<i>Request</i>	<i>Status</i>	<i>Notes</i>
I-80 Reliever Route TEA 21 (ISTEA Reauthorization)	\$59 million requested (Rep. Riggs, Rep. Fazio).	\$14.45 million included in House/Senate Conference Report.	Technical corrections underway. Bill sent to President for signature by June 9 th .
Wilson Ave. Extension TEA 21 (ISTEA Reauthorization)	\$5.68 million requested (Rep. Miller).	Project not included in House/Senate Conference Report.	\$750,000
Dixon Grade Crossing TEA 21 (ISTEA Reauthorization)	\$3.85 million requested (Rep. Fazio).	Project not included in House/Senate Conference Report.	
Intercity Buses Transportation Approps	\$2.7 million requested (Rep. Miller, Rep. Fazio, and Rep. Riggs).	Project request submitted; awaiting House Appropriations markup.	House Approps markups likely to begin week of June 8 th .

05/29/98
2:42 PM

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Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

May 18, 1998

Area Code 707
422-6491 ♦ Fax 438-0656

Members:
Senator Barbara Boxer
112 Hart Building
Washington, DC 20510

Benicia
Dixon
Fairfield
Rio Vista

RE: Solano County Amendment to Emergency Relief Program - Support

Dear Senator Boxer:

Solano County
Suisun City
Vacaville
Vallejo

The Solano Transportation Authority appreciates the responsiveness of Rob Alexander of your staff in drafting language making the frontage road adjacent to the portion of Interstate 80 threatened by a land slide eligible for funding from the Emergency Relief Program.

Martin Tuttle
Executive Director

The frontage road (McGary Road) links the jurisdictions of Fairfield and Vallejo, and provides a potentially vital detour for regional travelers and freight haulers in the event of the landslide or other emergency closes all or portions of Interstate 80 in this area.

Your efforts, if successful, will be a major step forward in assisting the city of Fairfield to restore this important emergency response option.

Sincerely,

Martin Tuttle
Executive Director

cc: STA Board
Rob Alexander, Sen. Boxer's office
Harry Yahata, Caltrans District 4
Jerry Claussenius, Caltrans District 4
Kate Breen, Metropolitan Transportation Commission
Jim Young, California Highway Patrol
Ron Hurlbut, City of Fairfield
Mike Miller, The Feguson Group

Amendment to Emergency Relief Program

(D) SOLANO COUNTY, CALIFORNIA — Notwithstanding any other provision of law, a project on Interstate 80, in the vicinity of Red Top Road, that will repair Interstate 80 and adjacent frontage roads in Solano County, California, that--

(1) was damaged as a result of 1997 and 1998 storms; and

(2) increased the acceleration of two large land slides;

shall be eligible for assistance under section 125(a) of title 23, United States Code. *Provided further*, that geological and other studies to identify solutions to retard or eliminate ground movement and reduce future potential damage to this interstate shall also be eligible for assistance under section 125(a) of title 23, United States Code. The Secretary shall consult with the California Department of Transportation to determine appropriate measures that will minimize closure of Interstate 80 from major land slides.

I-80 carpool lane under scrutiny

The Associated Press

D.R. (5/26/98)

SAN FRANCISCO — Just four months after it became the first all-day carpool lane in the San Francisco Bay Area, a move to reduce the restricted hours on the new Interstate 80 diamond lane is gathering steam.

Solo drivers are fed up with the 14-hour restriction on the far-left side of the highway from Hercules to the Oakland-San Francisco Bay Bridge. They want that stretch open to all traffic in the middle of the day, like other high-occupancy vehicle lanes.

"What it boils down to is during the day, that carpool lane is a waste of a lane," Richmond commuter Jim Aron said. "I don't see the point of it."

Politicians are starting to listen. The

state Senate has demanded that transportation groups study how many cars use the lane properly or illegally during its restricted hours. That report is due July 1st.

And state Sen. Richard Rainey, R-Walnut Creek, who drives that stretch of freeway on a regular basis, agrees the longer hours don't make sense.

"The restrictions are arbitrary, unfair and inconsistent with other lanes," he said in March, when the Senate passed his resolution demanding a study on the issue. "It's unconscionable that this multi-million-dollar lane lies near-empty while motorists crawl by in congested lanes."

Environmentalists disagree. They feel betrayed because they agreed to the widening of the freeway only on the condition that the new lane be enforced 14

hours a day.

"What deal? It's like it never happened," said Daniel Kirshner, an analyst with the Environmental Defense Fund. "If Caltrans and the MTC can't stand by their word, then the agreement is not worth the paper it's printed on."

Preliminary studies show that since the lane opened in February, 1,500 vehicles use it each hour during peak morning and evening times. That is in contrast to 2,500 vehicles per hour on the regular lanes during commute periods.

About 11 percent of those are in the carpool lane illegally. That is a bit on the high side, but to be expected until drivers get used to the change, said Doug Kimsey, a planner with the Metropolitan Transportation Commission.

VTH 5/17/98

Highway 37 solution may be in sight

We learned last Sunday that the battle to improve Highway 37 has raged for almost 50 years. It might be a classic example of government listening to too many sides in an issue and as a result being forced into inactivity.



But what took place 50 years ago is inconsequential today, aside from the fact that we should learn from the mistakes of days gone by. The reality of the Highway 37 situation is this: Unless something is done, and done soon, Vallejo and Solano County's ability to grow in terms of commerce and population and the effort to make Mare Island a viable part of that growth will be severely hampered, if not stopped altogether.

Need proof of the disaster that Highway 37 has become? On any given weekend the traffic backs up from the Highway 29-Highway 37 intersection almost to the Highway 37-Interstate 80 interchange. That's a solid back-up for a stretch of over four miles. One would think the inconvenience factor alone would motivate people into solving this problem.

It's not much better during the morning commute. The fact of the matter is the importance of the Highway 37 artery to Solano and Napa counties cannot be discounted. Tourism, thanks to the

New Marine World, has become one of Vallejo's biggest revenue producers. The Napa Valley wine country has always been a destination for visitors to the area. Those who travel up Highway 101 take Highway 37...and run into a massive road block.

There is no doubt that one of the biggest, if not *the* biggest, issue in the Bay Area today is transportation. And with growth projections for Solano County showing a steady increase of residents in the next 20 years, those problems will only be compounded.

Caltrans is ready to move. The money to get the project started has been allocated. The issue of the wetlands which surround the area has been dealt with, and the purchase of right-of-way property is set to go.

The time to act is now. We've heard the promises before. We've been told Highway 37 is a priority. We're tired of the talk. We need to see some action. The piecemeal plan of repairing certain portions of the freeway we've been watching for the last decade or so has become tiresome.

Let's get traffic moving and let's get the project moving so the residents of and visitors to Solano and Napa counties and Vallejo can begin to move ahead into the next millennium without having to sit in bumper-to-bumper traffic contemplating our next moves.

Slade returns from capital lobby trip

By Mike Adamick
Staff Writer

A Vacaville leader recently returned from a Washington lobbying trip with good news for both the city and Solano County as a whole.

Going as an official of the Solano Transit Authority, City Councilwoman Rischa Slade met with many Capitol Hill officials, representatives and Cabinet members and covered everything from transportation and housing to teens and health.

She met with Secretary of Transportation Rodney Slater and was told that funding for an Interstate 80 reliever route was stalled in conference, but transportation for Welfare to Work is a pivotal part of the program.

"People have to be able to get to their jobs to get off of welfare," said Slade.

She also met with Rep. Vic Fazio, D-Solano, to request six more buses for the city to increase ridership by 11 percent.

"I felt like I accomplished a lot. It was great to be able to

Reporter 5/15/98
push for these programs," said Slade.

Her five-day trip was sponsored by the STA. She made a report of what she had accomplished at a meeting on Wednesday.

Aside from transportation issues, the councilwoman also met with an assistant to Housing and Urban Development Secretary Andrew Cuomo to discuss several transitional housing and services issues.

She shared information about The Brickhouse and Opportunity House as well as the senior center.

Slade said one of the highlights of the trip was presenting The Village Responds, information about several of Vacaville's community service programs, to Hillary Rodham Clinton's chief of staff.

The assistant to the first lady said after Slade returned that Rodham Clinton had read the information about Vacaville.

Slade also met Lynn Jennings from the Department of Labor and said Jennings will be sending back information about Welfare to Work.



Rischa Slade
... has good news

Slade will also receive information about grants to get low-income people without high school diplomas or who have substance abuse problems back on track and into the work force.

Slade accompanied the Fairfield-Suisun Chamber of Commerce as well as members of the Fairfield City Council and had the opportunity to meet with the same leaders they did: U.S. Sens. Diane Feinstein and Barbara Boxer and local congressional representatives.

Slade said one of the most important things from the trip was the ability to represent Solano and Vacaville in person so those in the position to approve grants can place a face with an application.

*June 10, 1998
Agenda Item 6.0*



DATE: June 3, 1998
TO: STA Board
FROM: STA Staff
RE: Consent Agenda (Any consent agenda item can be pulled for discussion)

- 6.1 Minutes of Meeting of May 13, 1998**
- 6.2 Draft Minutes of May 27, 1998 TAC meeting**
- 6.3 One Year Extension of Solano Paratransit Contract**
- 6.4 Solano Paratransit Statistics**
- 6.5 COLA (3%) for STA Employees**



**SOLANO TRANSPORTATION
AUTHORITY**

**Minutes of Meeting of
May 13, 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 Steve Gizzi Steve Lessler Fred Harris 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
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**MEMBERS
ABSENT:** None

ALSO PRESENT:	Alan Nadritch Harry Yahata Don Reynolds Skip Sowko Ron Hurlbut Morrie Barr Bernice Kaylin Martin Tuttle Kim Kloeb Dan Christians Matt Todd Paul Hom Gary Leach	City of Benicia Caltrans Caltrans Caltrans City of Fairfield City of Fairfield League of Women Voters STA STA STA STA City of Vacaville City of Vallejo
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2.0 Approval of Agenda

Chairman Erickson requested that item 8.1 be moved up on the agenda in deference to Caltrans District 4 Director Harry Yahata who attended the meeting to present the item. Member Spring made a motion to approve the amended agenda that was seconded by Member Gizzi and approved unanimously.

3.0 Executive Director's Report

Martin Tuttle noted the following in a brief report:

- The outlook for State Transportation Improvement Program (STIP) funding for the Highway 37/29 interchange and the I-80/680 interchange remains positive. The funding is scheduled to be confirmed by the California Transportation Commission on June 2.
- The Interagency Transfer Agreement to transfer responsibility for the Capitol Corridor passenger train service from the state to the Capitol Corridor Joint Powers Board (CCJPB) is tentatively scheduled to be approved at a special CCJPB meeting on May 28. The agreement would become effective as of June 1.
- Member Spring appeared before the California Transportation Commission to support a request for electronic information kiosks for Capitol Corridor stations. The request was not granted by the CTC, but will continue to be pursued.

4.0 Comments/Update from Staff, Caltrans, and MTC

Don Reynolds of Caltrans announced that Katie Yim has been named Project Manager for the Highway 37 project. The Record of Decision on this project, signifying final federal approval, is expected on June 16.

Member Jim Spring noted that the Metropolitan Transportation Commission held a public meeting on the Regional Transportation Plan (RTP) on April 18 in Vallejo. The meeting was well attended. There will be county hearings on the RTP in each county in late summer.

5.0 Public Comment

There was none.

6.0 Consent Agenda

The following items were approved as part of the consent agenda.

- 6.1 Minutes of Meeting of April 8, 1998.**
- 6.2 Draft Minutes of April 29, 1998 TAC meeting.**
- 6.3 City of Vacaville Administrative Services.**
- 6.4 Bicycle and Pedestrian Access from the Carquinez Replacement Bridge and the New Benicia-Martinez Bridge.**
- 6.5 Hours for I-80 High Occupancy Vehicle (HOV) Lane.**
- 6.6 FY 1998-99 TDA/STAF Claim.**
- 6.7 Subsidized County Taxi Service.**
- 6.8 Solano Requests for Project Study Reports (PSRs).**
- 6.9 AB 96 (North Coast Rail Authority).**

Member Barbara Kondylis asked that item 6.9 concerning the North Coast Railroad be tabled until the next STA meeting. Member Steve Gizzi asked that item 6.7 on subsidized taxi service be pulled for discussion. The amended consent agenda was approved unanimously on a motion by Member Spring with a second by Member Gizzi.

6.7 Subsidized County Taxi Service.

Matt Todd explained the STA proposed to administer Solano County's subsidized taxi program for unincorporated county residents wishing reduced fare taxi service into Benicia. Fifty percent of the cost of the trip for Americans with Disabilities Act (ADA) eligible unincorporated county residents is paid for by the county program. The cost of the program has been budgeted by Solano County for fiscal year 1997-98.

Todd explained the program was very small, only a few hundred dollars each year, but it requires an audit since it is funded with Transportation Development Act (TDA) funds. The cost of the audit far exceeds the cost of the required service. By shifting administration of the program to the STA, the audit could be covered under the STA audit.

Item 6.7 was unanimously approved on a motion by Member Kondylis with a second by Member Spring.

8.1 Red Top Slide/McGary Road Closure

Martin Tuttle noted that 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. He introduced Caltrans District Director Harry Yahata and District Office Chief Skip Sowko who updated the Board on the work to mitigate the landslide.

Skip Sowko explained that wet weather had exacerbated the ancient landslide. Caltrans drilled wells to release water pressure exacerbating the slide, but the slide is massive and there is no reasonable method to permanently stabilize the slide at this time. Caltrans' only reasonable course of action is to monitor the slide continuously and repair damage immediately as it occurs. The slide should subside when conditions are dryer.

Mr. Sowko explained that if major damage occurs to I-80 due to the slide, it will be eligible for federal disaster funding. Member Spering asked if a plan was in place to divert traffic in the event of major damage to the westbound lanes. District Director Yahata responded that he believed the eastbound lanes could be used for two-way traffic. Member Spering suggested that a formal plan be developed.

Martin Tuttle recommended the STA Board 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.

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

7.1 1998-99 STA Priority Projects/Project Development Funding

Martin Tuttle presented a summary of the proposed STA priority projects for 1998-99, the proposed project development funding to support the projects, and the criteria for priority projects.

Member Kondylis questioned the funding for a federal lobbyist to support STA requests for federal funding for the I-80 Reliever Route, improvements to Wilson Avenue, and the request for federal Section 3 funding for intercity buses, because she did not believe the Wilson Avenue project met the criteria for a regional project.

Member Kondylis moved that the list of priority projects and the recommended project development be approved with the exception of the funding for the federal lobbyist to support the federal funding requests, including the Wilson Avenue improvements. The motion was seconded by Member Dan Donahue and passed unanimously.

Member Spering made a motion to approve the funding for a lobbyist to support the STA federal funding requests, including Wilson Avenue. The motion was seconded by Member Dan Donahue and passed, with Member Kondylis voting in opposition.

9.1 Board Members Comments

Member Slade and Member Lessler provided a report on their recent trip to Washington with the Fairfield/Suisun Chamber of Commerce. They met with federal representatives, including the Secretary of Transportation Rodney Slater, on transportation related issues impacting Solano County.

Member Harris announced that long-time Highway 12 liaison from Caltrans District 10, Larry Burgess, had died in a boating accident two weeks prior to the STA Board meeting. Mr. Burgess had been a Caltrans liaison to Solano County for many years when the county was under the jurisdiction of Caltrans District 10. Member Harris asked that the STA Board meeting be dedicated to the memory of Larry Burgess. The request was approved by acclamation.

10.0 Adjournment

Chairman Don Erickson adjourned the meeting at 7:40 pm. (Next meeting June 10, 1998)



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the Meeting of
May 27, 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
	Saaid Fakharzadeh	Caltrans, District 4
	Katie Yim	Caltrans, District 4
	Morrie Barr	City of Fairfield
	Elizabeth Richards	Solano Commuter Information (SCI)
	Paul Wiese	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 Morrie Barr with a second by Ed Huestis.

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

Katie Yim , the new Caltrans District 4 Project Manager for the Highway 37 project, was introduced to the TAC.

Ed Huestis noted that the City of Vacaville had sponsored an event to showcase electric vehicles.

Agenda Item 6. Intercity Transit Consortium Update

Dan Christians reported that the Consortium continues to focus on the Five-Year Intercity Transit Plan. The plan is expected to be completed by June 30. It will recommend future intercity transit levels of services based on potential new funding. Martin Tuttle noted that the plan will provide a planning basis for future intercity transit funding requests.

Agenda Item 7. Solano Travel Safety Study - Request for Proposals

Martin Tuttle stressed that the major objective of the study will be to position Solano to compete for discretionary regional federal funding. Dan Schiada suggested that the Hazard Elimination and Safety (HES) program be specifically referenced in the Request for Proposals (RFP). Paul Wiese asked that the term “fog reflectors” be better defined. On the suggestion of Dan Schiada, it was agreed to replace the term with “ pavement marking and pavement markers”.

The TAC approved the RFP for distribution on a motion by Morrie Barr with a second by Gian Aggarwal.

Agenda Item 8. Reliever Route Transportation/Land Use Plan - Scope of Work

Martin Tuttle stressed the objective of the plan was to enhance transit usage and pedestrian/bicycle movement along the Reliever Route corridor. Tuttle noted that public concerns about land use issues along the corridor must be addressed if the Reliever Route project is to continue to receive regional support. He recommended that a Request for Proposals (RFP), based on the proposed scope of work, be approved for distribution.

Gian Aggarwal questioned the relationship of the plan to adopted local general plans. Tuttle responded that the proposed plan would not impact local land use plans, merely inventory existing land use plans in the corridor as a point of reference.

The TAC approved the proposed RFP for distribution on a motion by Morrie Barr with a second by Paul Wiese.

Agenda Item 9. ISTEA Reauthorization Update

Martin Tuttle announced that the Transportation Equity Act for the 21st Century (TEA 21) that replaces ISTEA includes a \$2.35 million earmark for Walters Road and a \$12.1 million earmark for improvements along the I-80 Reliever Route that were not specified. The TEA 21 also contains a \$750,000 earmark for improved access to Mare Island. The I-80 Reliever Route Working Group will meet shortly to discuss programming the Reliever Route funds.

Agenda Item 10. State Transportation Improvement Program (STIP) Update

The California Transportation Commission (CTC) is expected to approve the 1998 State Transportation Improvement Program (STIP) at their June 2 meeting. The STIP is expected to include the \$13.5 million for the I-80 Reliever Route and the \$14 million for the Highway 37/29 interchange requested by the STA. The balance of funding for the Highway 37/29 interchange (\$40.1 million), the \$6.9 million for the I-80/680 interchange, and the \$3 million for environmental studies to support widening I-80 from Vacaville to Dixon are expected to be included in Caltrans' Interregional Transportation Improvement Program (ITIP) portion of the STIP. Tuttle said he expects to confirm the funding immediately following the June 2 CTC meeting.

Agenda Item 11. Bicycle Access to Benicia-Martinez and Carquinez Bridges

Dan Christians noted that he would meet with representatives from Caltrans and the cities of Benicia and Vallejo after the TAC meeting to discuss bicycle access between local bicycle routes and the new bridges.

Agenda Item 12. Hours for I-80 High Occupancy Vehicle (HOV) Lanes

Martin Tuttle said that AB 78 had mandated a joint study of the I-80 High Occupancy Vehicle lanes by Caltrans, the California Highway Patrol, and the Metropolitan Transportation Commission. The study is not yet finalized, but must be adopted by MTC in June to meet the July 1 deadline as outlined in the legislation. STA staff will report directly to the STA Board at the June 10 STA Board meeting in order to provide input to MTC prior to the report to the Legislature, if a draft of the report is available for review prior to the STA meeting.

Agenda Item 13. I-680 High Occupancy Vehicle (HOV) Lanes

Kim Kloeb noted that Contra Costa Transportation Authority programmed \$25.3 million in regional choice funds in the State Transportation Improvement Program (STIP) for High Occupancy Vehicle (HOV) lanes on I-680 between North Main Street in Walnut Creek and the Marina Vista interchange in Martinez. Contra Costa also programmed \$13.5 million in Measure C local option sales tax funding to this project.

At the request of the TAC, Kloeb said he would provide more information on the project at a future TAC meeting.

Agenda Item 14. North Coast Railroad (AB 96) Update

Martin Tuttle noted that this item had been held over to the next STA Board meeting at the request of STA Board Member Kondylis. The TAC had already approved the staff recommendation to avoid mandated Solano membership on the North Coast Railroad Authority due to the outstanding financial liability of the agency.

Agenda Item 15. Proposed TFCA Application for Electric Vehicles and Recharging Facilities

Dan Christians suggested the STA develop a request for Transportation for Clean Air Funding (TFCA) for electric vehicles and recharging stations in Solano County. It was the consensus of the TAC to develop the proposed request for funding.

Agenda Item 16. Adjourn

The meeting was adjourned at 2:45 pm. (The next TAC meeting will be held June 24).

June 10, 1998
Agenda Item 6.3



DATE: June 3, 1998
TO: STA Board
FROM: Matt Todd
RE: One Year Extension of Solano Paratransit Contract

The contract entered into with the City of Fairfield to provide the operations for Solano Paratransit was for a one year period with two single year options. Staff proposes to exercise the second option year and to continue to have the City of Fairfield operate the service for FY 1998-99. With this operating arrangement, we receive economies of scale "piggybacking" on their current contract.

The cost, compared to last year, is 4 percent higher to cover increased costs. The increases over the last two years averages to about 3 percent a year. The necessary Transportation Development Act (TDA) funding was approved by the STA Board in April.

Recommendation

Approve the one year extension of the contract with the City of Fairfield for operations of the Solano Paratransit service for FY 1998-99.

Attachments

The Solano Transportation Authority (STA) hereby exercises the option to continue the Agreement for Solano Paratransit Operations through fiscal year 1998-99. STA and the City of Fairfield mutually agree to the modifications to Exhibit G, attached, of the Agreement including a price per revenue hour for FY 1998-99.

by: _____
Martin Tuttle
Executive Director
Solano Transportation Authority

Date: _____

by: _____
George Pettygrove
Mayor
City of Fairfield

Date: _____

EXHIBIT G

PAYMENT SCHEDULE

Description. Operate SOLANO PARATRANSIT service as described in Contract and accompanying attachments. Total payments shall be as follows, per Fiscal Year:

FY 1996/97

Level of Service: Not to Exceed 6,400 Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ 40.00

TOTAL CONTRACT PRICE \$ 234,000 + Fare Revenues

FY 1997/98

Level of Service: Not to Exceed 6,700 Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ 41.08

TOTAL CONTRACT PRICE \$ 250,680 + Fare Revenues

FY 1998/99

Level of Service: Not to Exceed 6,750 Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ 42.76

TOTAL CONTRACT PRICE \$ 259,130 + Fare Revenues

Fare revenue generated by the Solano Paratransit service shall be credited to the total Solano Paratransit cost. The resultant net cost will be recovered through contributions by all the jurisdictions of the STA participating in the SERVICE with the jurisdictions percentage of the net total cost as agreed upon in the final STA approved budget.

Payment. During the term of Contract, STA shall obtain and pay or cause to be paid, to CONTRACTOR, a Payment. CONTRACTOR shall be paid quarterly in arrears based upon the revenue vehicle hours provided, unless otherwise mutually agreed upon in writing.

A Revenue Hour will be calculated by the time between a first pick up and last drop off minus the lunch period. If a vehicle is shared between services with no shared rides occurring, the revenue hours will be split between the two services to the closest 15 minute interval. If a vehicle that is being used for Solano Paratransit intercity trips is shared between services with shared rides occurring, the revenue hours of Solano Paratransit will be deducted by twenty (20) minutes and those deducted minutes will be charged to the intra-city trip service the trip is provided for. Cost of the service shall consist of the actual revenue vehicle hours operated minus shared intra-city trip taken on a bus with

Solano Paratransit intercity trips, multiplied by the cost per revenue vehicle hour minus any penalties assessed for the period. If this Contract is terminated before the expiration of the full contract term, CONTRACTOR's final cost shall consist of the number of revenue vehicle hours operated, minus deductions for shared trips, multiplied by the cost per revenue vehicle hour minus any penalties assessed.

The amount of the Subsidy during each year of the term shall be as set forth above herein for FY 98-99 and will be determined at later dates for any future years. In the event STA fails to obtain any payment in full, as provided herein above, in addition to whatever rights CONTRACTOR may have at law or in equity, CONTRACTOR has the right to declare the Contract terminated upon five (5) days written notice, and to take such other steps as it may deem appropriate. CONTRACTOR agrees to work with STA to have an hourly cost and yearly budget cost by the February preceding a fiscal year in question for the STA budget process. CONTRACTOR agrees to cooperate fully with STA's efforts to obtain and maintain a Subsidy for the Paratransit Service. STA agrees that it will pay the CONTRACTOR subject to the terms of this Contract. CONTRACTOR's cooperation shall include, but not be limited to, the provision of applicable paratransit service revenue and cost information, passenger counts, and other information needed to meet any regional, state, and federal requirement or herein required for planning and reporting purposes.

CONTRACTOR expressly agrees that any costs, expenses or amounts due under or in any way related to this Contract are solely to be paid from any funds obtained from MTC or other entities providing a Subsidy for this paratransit service, together with all monies collected through the fare box or other ticket sales, and in no event shall this Contract obligate other STA sources of money.

Revenues/Fares. All fare and related transportation revenues will be credited to the Solano Paratransit system. CONTRACTOR shall collect all farebox receipts in sealed fare boxes, and credit Solano Paratransit in the amount of monthly passes, prepaid tickets, cash, etc. CONTRACTOR shall maintain all account records and reports as required. CONTRACTOR shall provide evidence satisfactory to STA that the fare and related transportation revenues collected by CONTRACTOR and reported to STA are the amounts actually collected.

Fare Levels. CONTRACTOR shall operate this service pursuant to the fare structure set forth by the STA, as set forth in exhibit B.

Submission of Invoices. Invoices are to be submitted to STA on a quarterly basis, and in format specified by STA. Upon verification of the accuracy and completeness of the invoice by STA, the claim shall be processed for payment.

PENALTIES

Reporting Requirements CONTRACTOR will be assessed a \$50/day penalty for each late report not completed in a STA approved format. The reports this will apply to include:

1. Quarterly Invoice to the STA by 30 days after the end of the quarter
2. Annual Financial report to the STA by September 30 following the fiscal year.
3. Section 16b vehicle report by 30 days after the end of the quarter
4. Next fiscal years revenue hours and revenue hour cost by February 15 preceding fiscal year included in the contract

These penalties will be assessed to the total cost of the service at the end of the fiscal year.

*June 10, 1998
Agenda Item 6.4*



DATE: June 3, 1998
TO: STA Board
FROM: Matt Todd
RE: Solano Paratransit Statistics

Included is information through April 1998. After low ridership through the El Nino enhanced winter, ridership began to pick up in March. April, traditionally a high ridership month was low. This may have been due to weather factors, as well as a large drop in the ridership from Suisun, which lost a few frequent riders to a variety of causes.

Attachment

Solano Paratransit, FY 1997-1998
Monthly Data and Performance Report

Month	Total Monthly Passngrs	Dix	FF	Rio	Sui City	Vaca	Coun	Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/Revenue Vehicle Hour	Denials
Jul	777	2	297	2	167	256	53	362	46.6%	452	1.72	0
Aug	785	8	266	0	158	293	60	382	48.7%	460	1.71	0
Sep	938	16	368	0	178	338	38	471	50.2%	524	1.79	0
Oct	903	24	324	0	144	368	43	481	53.3%	548	1.65	0
Nov	680	13	239	0	98	292	38	338	49.7%	456	1.49	0
Dec	718	11	206	0	122	343	36	373	51.9%	514	1.40	0
Jan	588	12	123	4	100	312	37	306	52.0%	455	1.29	0
Feb	664	15	159	0	104	364	22	355	53.5%	478	1.39	0
Mar	799	34	191	0	122	436	16	401	50.2%	551	1.45	0
Apr	621	28	174	0	62	326	31	251	40.4%	448	1.39	0
May	0											
Jun	0											
TOTAL	7,473	2.2%	31.4%	0.1%	16.8%	44.5%	5.0%	3,720	49.8%	4,884	1.53	0
YTD AVG	747	16	235	1	126	333	37	372	49.8%	488	1.53	0
ANNUALIZED	8,968	196	2,817	7	1,506	3,994	449	4,464	49.8%	5,861	1.53	0

Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
\$18,550	\$1,528	\$17,022	8.2%
\$18,878	\$1,666	\$17,212	8.8%
\$21,528	\$1,942	\$19,585	9.0%
\$22,493	\$1,886	\$20,606	8.4%
\$18,745	\$1,442	\$17,302	7.7%
\$21,097	\$1,614	\$19,483	7.6%
\$18,674	\$1,330	\$17,344	7.1%
\$19,628	\$1,446	\$18,182	7.4%
\$22,649	\$1,721	\$20,928	7.6%
\$18,394	\$1,333	\$17,061	7.2%
\$200,634	\$15,908	\$184,726	7.9%
\$20,063	\$1,591	\$18,473	7.9%
\$240,761	\$19,090	\$221,671	7.9%

Solano Paratransit, FY 1996-1997
Monthly Data and Performance Report

Month	Total Monthly Passngrs	Dix	FF	Rio	Sui City	Vaca	Coun	Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/Revenue Vehicle Hour	Denials
Jul	654	0	107	0	54	430	63	223	34.1%	486	1.35	0
Aug	827	2	200	0	79	482	64	318	38.5%	520	1.59	0
Sep	781	0	207	0	100	421	53	381	48.8%	503	1.55	0
Oct	979	3	219	0	153	534	70	439	44.8%	570	1.72	0
Nov	681	0	181	0	150	303	47	329	48.3%	444	1.53	0
Dec	620	0	142	0	131	324	23	253	40.8%	440	1.41	0
Jan	713	4	149	0	142	398	20	274	38.4%	460	1.55	0
Feb	746	1	172	0	202	356	15	300	40.2%	485	1.54	0
Mar	762	3	227	0	234	283	15	392	51.4%	517	1.47	0
Apr	803	6	259	0	203	315	20	406	50.6%	553	1.45	0
May	800	10	261	0	214	268	47	318	39.8%	525	1.53	0
Jun	740	2	243	0	175	273	47	328	44.3%	463	1.60	0
TOTAL	9,106	0.3%	26.0%	0.0%	20.2%	48.2%	5.3%	3,961	43.5%	5,966	1.53	0
YTD AVE	759	3	197	0	153	366	40	330	43.5%	497	1.53	0
ANNUALIZED	9,106	31	2,367	0	1,837	4,387	484	3,961	43.5%	5,966	1.53	0

Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
\$19,444	\$1,387	\$18,057	7.1%
\$20,804	\$1,753	\$19,050	8.4%
\$20,102	\$1,701	\$18,401	8.5%
\$22,808	\$2,047	\$20,761	9.0%
\$17,767	\$1,385	\$16,382	7.8%
\$17,598	\$1,234	\$16,363	7.0%
\$18,400	\$1,401	\$16,999	7.6%
\$19,415	\$1,475	\$17,940	7.6%
\$20,683	\$1,513	\$19,170	7.3%
\$22,103	\$1,633	\$20,470	7.4%
\$20,980	\$1,627	\$19,353	7.8%
\$18,534	\$1,546	\$16,988	8.3%
\$238,637	\$18,703	\$219,934	7.8%
\$19,886	\$1,559	\$18,328	7.8%
\$238,637	\$18,703	\$219,934	7.8%

June 10, 1998
Agenda Item 6.5



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: 3% COLA for STA Employees

The adopted 1998-99 STA budget includes funds for a 3% cost-of-living adjustment (COLA) for STA employees.

STA employees have not had a COLA since the agency was reorganized in July 1996. However, the new STA's enhanced benefit package and last year's decision by the Board to opt-out of social security in exchange for a 401(a) deferred compensation program have obviously assisted the employees.

The proposed COLA covers all employees, except for the executive director who received a 3% COLA when his contract was renewed in February. The annual cost of the COLA is \$7,596.27.

Recommendation

Authorize a 3% COLA for STA employees effective July 1.

June 10, 1998
Agenda Item 7.1



DATE: June 3, 1998
TO: STA Board
FROM: Dan Christians
Re: Regional TFCA Application for Electric Recharging Facilities and Electric Vehicles

By the year 2003, 10% of all new cars sold in California are required to have zero emission engines. Currently only electric cars meet that requirement.

This proposal is to construct 20 electric recharging units at key locations in mid and south Solano county. We would also like to lease four passenger vehicles for three years to demonstrate the current technology. Cars would be made available in a pool arrangement for use by STA member agencies.

Car leases seem to be the best method at this time since battery technology is expected to change dramatically in the next three years. Also, a lease would allow us to contract all insurance, maintenance and road service with the dealer through the lease. Because these regional funds are very competitive to obtain, the Air District has encouraged us to use the local 40% program manager funds that the STA administers. However, we currently do not have any of those funds available unless some currently committed funds become available during 1998-99. Also, one requirement is that we must identify and salvage one car for each electric car we obtain since the air district will not fund additional cars that increase agency fleet size. Therefore, we would need some older (but still useable) fleet cars contributed by some of our member agencies to acquire these funds.

Currently there are only four electric recharging units in all of Solano County. The City of Vacaville has recently installed two recharging units at their city hall with funds from the Yolo-Solano Air Quality Management District. Their plan is to secure some electric vehicles in the future. There is also one at the Saturn dealer in Fairfield and one planned for the Vallejo Costco. Fairfield has 10 recharging units planned for their new Magellan Transportation Center to be built next year.

The deadline for submitting applications to the Bay Area Air Quality Management District (BAAQMD) for 1998 regional Transportation Fund for Clean Air funding is June 30. A more detailed project description is attached.

Recommendation:

It is recommended that the STA approve the attached Resolution authorizing the Executive Director to submit an application to the BAAQMD for this demonstration project.

RESOLUTION 98-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING SUBMITTAL OF AN APPLICATION TO THE BAY AREA AIR
QUALITY MANAGEMENT DISTRICT FOR REGIONAL TRANSPORTATION FUND
FOR CLEAN AIR FUNDING FOR ELECTRIC RECHARGING FACILITIES AND
ELECTRIC VEHICLES**

WHEREAS, the Solano Transportation Authority (STA) has considered the proposed 1998 TFCA Regional demonstration project for Electric Recharging Facilities and Electric Vehicles (see description and preliminary budget in Attachment A); and

WHEREAS, these electric facilities and vehicles will demonstrate to the citizens of Solano County the value and benefits of using new technology in vehicles to help reduce air emissions; and

WHEREAS, the project will help achieve the 10% zero emissions vehicle rule established for 2003 and implement the transportation control measures listed in the STA's **Congestion Management Program** and the Bay Area **Clean Air Plan**; and

WHEREAS, the STA believes it should take a lead on demonstrating new alternative fuels technology such as electric vehicles for the STA and its member agencies.

NOW, THEREFORE BE IT RESOLVED THAT THE SOLANO TRANSPORTATION AUTHORITY DOES HEREBY authorize its Executive Director to submit an application for TFCA Regional funds for Electric Recharging Facilities and Electric Vehicles.

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 10th day of June, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

Attachment A

Proposed Regional TFCA Application for Electric Recharging Facilities and Electric Vehicles

<u>Applicant:</u>	Solano Transportation Authority
<u>Description:</u>	Install 20 recharging facilities at key locations such as the STA, city halls, transportation facilities, park and ride lots and public works yards in mid and south Solano county.
<u>Grant Request:</u>	\$466,000
<u>Matching Monies</u>	None (unless some additional 1999-2000 40% TFCA program funds are necessary to complete or add to the project scope)
<u>Total Project Est.</u>	\$466,000
<u>Prelim. Budget</u>	Four passenger vehicles @ \$18,000 per year lease payment X 3= \$216,000 20 recharging units and installation @ \$25,000 per 2 units= \$250,000
<u>Project Needs</u>	<p>The STA and its member agencies all use fleet vehicles or are reimbursed based on miles traveled to various meetings and work sites in Solano County and regional destinations. Electric vehicles could prove to be very valuable, particularly for shorter trips to local destinations and as shuttles to BART, commuter buses, trains and the ferry terminal.</p> <p>In 1998, the Solano Transportation Authority (STA) and the SolanoLinks Intercity Transit Consortium developed a white paper which assessed various alternative fuel options, including electric vehicles. Electric vehicles in use today are limited for long distance trips, but shorter trips are proving to be successful and acceptable for the public as well as agency fleets.</p> <p>By the year 2003, 10% of all new vehicles sold in California are required to be zero emission vehicles that can only be met at this time by electric vehicle technology. Establishing a number of recharging facilities units throughout Solano should begin immediately if we are going to achieve this ambitious goal.</p>

June 10, 1998
Agenda Item 8.1



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Reliever Route Transportation/Land Use Plan (Phase 1) - Request for Proposals

Chairman Erickson appointed a subcommittee of the Board (Erickson, Lessler, Slade and Spering) to explore transportation/land use related issues associated with the I-80 Reliever Route project.

The subcommittee met with Metropolitan Transportation Commission (MTC) staff, including Executive Director Larry Dahms. MTC agreed to assist the STA by setting aside up to \$5,000 in program funds to facilitate meetings of I-80 Reliever Route project stakeholders (developers, community representatives, 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 MTC funds will be used for the STA to hire a consultant to facilitate these preliminary meetings/workshops (Phase 1).

STA staff developed the attached scope of work for a consultant to facilitate the Phase 1 process. If approved by the STA Board, a Request for Proposals (RFP) based on the scope of work and the attached schedule will be prepared and distributed by June 15, with proposals due by July 1. The STA subcommittee will interview respondents to the RFP and recommend a consultant selection to the full Board. The STA subcommittee recommended approval of the distribution of an RFP based on the attached scope of work and schedule at their June 1 meeting. The subcommittee will provide direction to the consultant and staff in the Phase 1 process.

If a consensus to proceed emerges from the Phase 1 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 a comprehensive concept plan (Phase 2), as a new component to the already completed I-80 Reliever Route Implementation Plan. The STA Board has approved \$15,000 in 1998-99 Project Development funds for the Phase 2 effort.

Recommendation

Approve the distribution of a Request for Proposals based on the attached scope of work and schedule.

Attachments

I-80 Reliever Route Conceptual Transportation/Land Use Plan Phase 1 - Scope of Work

In response to concerns raised about the potential land use impacts of the proposed I-80 Reliever Route, the STA will hire a consultant to explore transportation/land use related issues associated with the project.*

In Phase 1, the consultant will facilitate meetings of project stakeholders (developers, environmentalists, community representatives, local agency staff and the STA) to determine if there is an interest and a willingness to develop a concept plan to implement the following possible strategies as part of the project:

- **Integrated Network of Local Streets, Commuter Rail, Bus Routes, Pedestrian Paths and Bikeways in the Reliever Route Corridor:** Designing the Reliever Route as the “backbone” of a multi modal corridor that maximizes the viability of current and planned transit connections, including bicycle lanes and the proposed commuter rail station at Peabody Road.
- **Transit-Stop Planning, Design and Location Improvements:** Providing provisions for future bus stop and carpooling locations in the corridor. These locations should be integrated with adjacent development, such that pedestrian and bikeways are oriented to the transit stops.
- **Safety:** Synchronizing traffic signals and minimizing local street access to promote walking/biking and travel safety.
- **Corridor Identity:** Establishing a clear and consistent identity for the project so that the route is easily recognizable for first time or occasional travelers, given that most of the local roads that will be upgraded are already named. Provisions could include placing old fashion windmills and tree plantings at intervals to identify the route and link it to the area’s agricultural history.
- **Open space buffers:** Identifying potential sites for open space buffers and pursuing federal and state funds for the acquisition of open space lands or conservation easements to help meet the greenbelt/open space buffer goals of local agencies and prevent urban sprawl along the route.
- **Development:** Reviewing current city and county general plans for the corridor and considering how future development could provide jobs for local residents and promote walking, bicycling and transit usage.

If a consensus to proceed emerges from the Phase 1 stakeholder meeting(s), the STA is expected 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.

Phase 1 will be funded from a \$5,000 grant from MTC’s Transportation for Liveable Communities (TLC) program, which provides planning and design assistance to local agencies to implement community-oriented transportation projects. A budget of \$30,000-45,000 (fund sources to be determined) is anticipated for developing the comprehensive plan.

**The I-80 Reliever Route project, as outlined in its 1997 Implementation Plan, involves upgrading local roads to provide for a four continuous lane corridor (10.5 miles) between I-80 at Vacaville and Highway 12 at Suisun City, providing a safe option to I-80 for local travel.*

TENTATIVE SCHEDULE OF EVENTS
I-80 RELIEVER ROUTE TRANSPORTATION/LAND USE PLAN - PHASE 1

Board Authorizes RFP	June 10, 1998
Issue RFP	June 15, 1998
Proposals Due	July 1, 1998
Interviews	July 6, 1998
Award of Contract	August 12, 1998
Report Completed	January 20, 1999
Presentation to STA Board	February 10, 1999

A Progress Report shall be provided 30 days after award of contract, and each 30 days thereafter. The format for this report shall be developed by the STA in consultation with the successful respondent.



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Travel Safety Study - Request for Proposals

The STA Board approved \$25,000 in Project Development funding for the Solano Travel Safety Study at the May STA Board meeting. The funding will be used to hire a consultant to prepare the Study. The Request for Proposals (RFP) for the Study is attached.

Working closely with the STA Technical Advisory Committee (TAC), with input from local law enforcement agencies, the consultant will identify travel safety problems and recommend a dynamic program of cost effective travel safety projects. These projects may include median barriers, pavement marking and markers, wider road shoulders and turnouts, left turn lanes, improvements to dangerous horizontal and vertical curves, improved lighting and security at transit/ridesharing facilities, speed controls, and lighted pedestrian crosswalks.

The Solano Travel Safety Study will develop a funding strategy for each proposed project that addresses the criteria for the applicable funding sources. The Study will emphasize positioning Solano to compete for new MTC regional federal discretionary funding. The Study will also provide a basis for Solano to advocate for State Highway Operation and Protection Program (SHOPP) and Office of Traffic Safety (OTS) funding. The Study will identify all other applicable funding sources and review the criteria for those sources.

STA staff will conduct the consultant selection process, review work products, and help disseminate the plan to each of the cities and the county.

The attached project description and tentative schedule will be the basis for a Request for Proposals (RFP). If approved by the STA Board, the RFP will be distributed by June 15, and proposals for the Study will be due to the STA by July 1. The attached schedule calls for the final report to be approved by the STA Board on February 10, but the completion of the report may need to be accelerated to position Solano to compete for the MTC regional federal discretionary funding.

Recommendation

Approve the distribution of a Request for Proposals based on the attached project description and schedule.

Attachments

PROJECT DESCRIPTION TRAVEL SAFETY STUDY

The consultant shall review Solano County traffic accident data, state and local road inventories, and consult with local jurisdictions to identify problem locations and general problem trends. The consultant will develop a general inventory of the existing safety conditions on state and local streets, roads, and highways in Solano County including outstanding safety problems on the road system in general and at specific locations.

Working closely with the STA Technical Advisory Committee (TAC), the consultant shall develop a prioritized list of safety projects on local streets and roads in Solano County with cost estimates for each project. This list will be primarily used as a dynamic action plan by the Solano Transportation Authority (STA) for advocating for federal funding during the current fiscal year.

The consultant shall review local capital improvements programs to determine what local needs will be met by existing programming (i.e. gas tax). The consultant shall also review the State Highway Operation and Protection Program (SHOPP), Office of Traffic Safety (OTS) program, and Hazard Elimination and Safety (HES) program to determine what needs could be met by those funding sources.

The consultant will develop a recommended funding strategy to implement the unfunded improvements on the state and local road systems outlined above. The consultant shall review the criteria for the new Metropolitan Transportation Commission (MTC) federal discretionary funding program and prepare a list of projects to compete specifically for that funding.

The consultant will also identify any other applicable funding sources, review the program criteria, and make recommendations for projects to seek funding from those sources.

Specifically, the consultant shall develop a prioritized list of safety projects on the state highway system in Solano County with cost estimates for each project. This list will be used to advocate for future SHOPP and OTS funding.

The consultant will present the draft plan to STA staff, the STA TAC and to the STA Board, making appropriate revisions as the plan is reviewed. The consultant will produce 100 copies of the adopted plan and provide reproducible originals to the STA, along with all computer files generated as part of the plan.

The STA has named this a priority project. The STA has approved \$25,000 in project development funding for this project. Environmental clearances for improvements identified in the Traffic Safety Study will be prepared at a later date. Only the Solano Travel Safety Study is being bid at this time.



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: North Coast Railroad Authority Legislation (AB 96)

As requested by STA Board Member Barbara Kondylis, this item has been held over from the May STA Board meeting to the June STA Board meeting. The TAC recommended a "watch" position at their April meeting.

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 main 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".

The bill is scheduled to be heard by the Senate Transportation Committee on June 30.

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.

AB 96

— 2 —

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

6/1/98

Page 1

AB 96

Date of Hearing: May 14, 1997

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Carole Migden, Chairwoman

AB 96 (Strom-Martin) - As Amended: May 1, 1997

Policy Committee: LOCAL GOVT.

Vote: 15-0

Urgency: No State Mandated Local Program: NoReimbursable:

SUMMARYThis bill :

- 1) Allows the Counties of Napa and Solano to join the North Coast Railroad Authority (NCRA).
- 2) Requires the boards of supervisors of these two counties, should they decide to join the NCRA, to appoint two persons to the authority's board of directors.

FISCAL EFFECT

No fiscal effect.

BACKGROUND

The NCRA was created in 1989 to foster continued rail service in the north coast region in light of, at the time, of potential bankruptcies of various railroad lines. In addition, the NCRA is charged with improving, enhancing, and expanding rail service between Del Norte County and the San Francisco Bay Area. The NCRA was initially comprised of representatives from the Counties of Humboldt and Mendocino and has since grown to include the Counties of Sonoma and Trinity with Marin County having always had the option to join. In addition, there is a representative from a city served by the rail line, and an ex officio member

6/1/98

Page 2

representing the Golden Gate Bridge, Highway and Transportation
District.

- continued

AB 96

Page 1

June 10, 1998
Agenda Item 8.4



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: New STA Mission Statement

The STA's current mission statement was adopted as one of the products that emerged from the Board's successful planning retreat in July 1995. Since that time, the STA has reorganized in the manner as recommended in the Strategic Plan to provide more effective leadership on countywide transportation issues and projects.

The Executive Committee recommends the adoption of a new mission statement to reflect the Board's current view of the principle goals and vision of the agency. Below is the current mission statement and the Executive Committee's proposed recommendation:

CURRENT STA MISSION STATEMENT:

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

NEW PROPOSAL:

Delivering transportation projects to ensure mobility, travel safety and economic vitality in Solano.

It would be most timely for the Board to adopt a new statement at the June meeting to coincide with the start of the new fiscal year (July 1).

Recommendation

Adopt the proposed new mission statement.

June 10, 1998
Agenda Item 9.1



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Federal Funding Update - Information Only

Congress approved the new federal transportation funding act to replace the Intermodal Surface Transportation Efficiency Act (ISTEA) on May 22. The President has indicated he will sign the bill entitled the Transportation Equity Act for the 21st Century (TEA 21) into law as soon as it reaches his desk. The levels of federal funding authorized in TEA 21 exceed those in the first ISTEA, but must be supported by annual appropriations to become available to states and project sponsors.

TEA 21 includes a \$14.45 million set aside for the I-80 Reliever Route project, including \$2.35 million specifically for improvements to Walters Road. The Reliever Route Working Group will develop recommendations for the use of the balance of \$12.1 million in funding in the form of a Memorandum of Understanding to be brought to the STA Board. TEA 21 also includes \$750,000 for the development of access to Mare Island (Wilson Avenue project.)

It is unclear if these earmarks will be considered part of California's minimum formula allocation of federal funding. If the earmarks are part of California's minimum federal funding return to source allocation, under SB 45, they may count against county minimums under the State Transportation Improvement Program (STIP). Legislation may be required to ensure that these funds do not adversely impact our STIP funding.

STA staff will provide further information at the Board meeting.

Attachments



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

MEMORANDUM

Members: May 26, 1998

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

TO: Interested Parties
FROM: Martin Tuttle 
RE: Federal Earmarks for Solano Projects

Martin Tuttle
Executive Director

Funding for the I-80 Reliever Route and Wilson Avenue projects were included in the six-year, \$203 billion highway and a mass transit bill approved by Congress last Friday.

Of the \$14.45 million earmarked for the I-80 Reliever Route project, \$2.35 million was specifically set-aside by Congressman Riggs for the Walters Road and Walters Road extension segments. Senator Boxer championed the additional \$12.1 million for the overall project.

Another \$750,000 was earmarked for the Wilson Avenue project in Vallejo, as proposed by Congressman Miller.

President Clinton is expected to sign the bill as early as this week.

The federal funds continue the emerging momentum for the Reliever Route project. The California Transportation Commission is expected to confirm the STA's proposed \$13.5 million for the project, along with full funding for the Highway 37 widening and interchange project, at their meeting next week (June 2) in Orange County.

The combination of state and federal funding will fund five of the planned nine segments of the Reliever Route project as outlined in its implementation plan.

Please let me know if you have any questions or comments.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

TO: Interested Parties

DATE: May 29, 1998

FR: Steve Heminger

RE: ISTEA Reauthorization Update

Since it was based partly on press accounts, my last memo reporting congressional approval of the ISTEA reauthorization conference report contained two important errors. I'll correct them in the form of good news and bad news. The good news is that the overall funding levels in the new six-year bill are even higher than I stated last week: \$217 billion total, with \$176 billion for highways and \$41 billion for transit. The bad news is that we all have a new acronym to learn: the conference report is titled the Transportation Equity Act for the 21st Century, or TEA 21.

Based on our initial review of the 600 page conference report, attached is a brief side-by-side comparison of the key provisions of ISTEA and TEA 21. We will be preparing a detailed programmatic and financial summary of the new law for review at the Bay Area Partnership Board meeting on June 26.

In the meantime, if you need further information or assistance on TEA 21, please call me at (510) 464-7810 or Kate Breen at (510) 464-7877.

SH/lw/j/Section/LPA/Legis/TEA21cover
Attachment

ISTEA Reauthorization Summary

	ISTEA	TEA 21
Bill No.	P.L. 102-240	Conference Report 105-550
Title	Intermodal Surface Transportation Efficiency Act (ISTEA)	Transportation Equity Act for the 21 st Century (TEA 21)
Duration	6 years (FY 92-97)	6 years (FY 98-03)
Overall Funding	\$155B Total \$124B Highway \$ 31B Transit	\$217B Total \$176B Highway \$ 41B Transit
California Highway Share	9.10%	9.19%
Funding Mechanism	Authorization from Highway Trust Fund (HTF) and General Fund, actual funding levels established by obligation limitations and appropriations process	Authorization guarantees funding level (\$165B for highways, \$36B for transit) based on annual gas tax receipts and some General Fund support, additional funding subject to appropriations
Program Structure	<p>ISTEA Core Programs:</p> <p><u>Highways</u></p> <ul style="list-style-type: none"> • Interstate Maintenance (IM) • National Highway System (NHS) • Surface Transportation Program (STP) • Congestion Mitigation and Air Quality Improvement Program (CMAQ) • Bridge 	<p>Retains core ISTEA highway and transit programs, with following changes:</p> <p><u>Highways</u></p> <ul style="list-style-type: none"> • Revises CMAQ apportionment formula to include ozone and carbon monoxide maintenance areas; allows up to 50% of a limited amount of new incremental CMAQ to be flexed to other categories for expenditure in CMAQ eligible areas • Combines administration of NHS and IM programs • Adds transportation-related museums and vehicular-related wildlife mortality prevention as eligible activities for Transportation Enhancement (TEA) program funds; allows up to 25% of new incremental TEA and safety funds to be flexed to other categories • Congestion Pricing Pilot program continued as Value Pricing Pilot program

	ISTEA	TEA 21
Program Structure	<p><u>Transit</u></p> <ul style="list-style-type: none"> • Sec. 5309 Discretionary (40% New Rail Starts, 40% Rail Mod, 20% Bus) • Sec. 5307 Formula 	<p><u>Transit</u></p> <ul style="list-style-type: none"> • Sec. 5307 transit operating assistance continued only in areas below 200,000 population and for small operators (under 15 buses) in larger urban areas • Sec. 5309 Rail Mod formula modified to benefit newer properties • Restructures Sec. 5309 New Rail Starts program, authorizing 3 categories of projects—1) Final Design/Construction (108 projects listed), 2) Alternatives Analysis/Preliminary Engineering (68 projects listed), and 3) Earmarks (51 projects earmarked for \$3B); not more than 8% of NRS funds can be spent on activities other than final design and construction • Revises definition of “capital project” to include preventive maintenance and provision of nonfixed route paratransit services in accordance with the Americans with Disabilities Act in amounts not to exceed 10% of operator’s Sec. 5307 and Sec. 5311 annual formula funding
		<p>Adds several new programs, including:</p> <ul style="list-style-type: none"> • Clean Fuels Bus Program (\$200M/yr) • Access to Jobs/Reverse Commute Program (\$150M/yr) • National Corridor Development and Border Infrastructure Program (\$140M/yr) • Interstate Discretionary Program (\$100M/yr) • Innovative Finance (\$100M/yr) • MagLev Technology Deployment Program (\$200M/yr) • Community and System Preservation Pilot Program (\$25M/yr)

	ISTEA	TEA 21
Streamlining		<p>Several new provisions, including:</p> <ul style="list-style-type: none"> • Non-NHS project review delegation to states • Establishes a coordinated National Environmental Policy Act (NEPA) review process so that, when practicable, all reviews and approvals are conducted concurrently and within cooperatively established timelines • Federal Highway Administration (FHWA) administrative takedown reduced from 3.75% to 1.5% • Reduces 16 planning factors to 7 goals; adds new metropolitan planning organization requirement for annual listing of projects that have obligated federal funds; allows regional transportation plans to include "illustrative" list of projects beyond financial constraint • Major Investment Study (MIS) regulations eliminated; MIS goals to be integrated into NEPA process • Eliminates FHWA regional offices
Highway Demonstration Projects	<ul style="list-style-type: none"> • Demos not subject to obligation limit • 10 Bay Area projects totaling \$108M 	<ul style="list-style-type: none"> • Demos count in minimum guarantee calculation; specific language included to address SB 45 trigger on county share • 30 Bay Area projects totaling \$188M (see attached)
Transit Earmarks	<p>New Rail Starts</p> <ul style="list-style-type: none"> • BART-SFO and VTA Tasman (\$568M) • Caltrain to Hollister (\$21M) <p>Bus</p> <ul style="list-style-type: none"> • SF Medical Center parking (\$2.5M) • Pleasanton BART parking (\$12.6M) 	<p>New Rail Starts-Design/Construction</p> <ul style="list-style-type: none"> • BART-SFO • VTA Tasman • Muni Metro Bayshore • Stockton/Altamont commuter rail <p>New Rail Starts-PE/AA</p> <ul style="list-style-type: none"> • Fremont/South Bay corridor • BART Oakland airport • Caltrain to Hollister • North Bay commuter rail <p>Bus Earmarks (see attached)</p>
Other Bay Area Provisions		<ul style="list-style-type: none"> • Preserves Emergency Relief eligibility for Devil's Slide tunnel • Repeals prohibition on carpool lanes in unincorporated Alameda County
Status		Approved by House 297-86 and Senate 88-5 on 5/22/98

Bay Area Demonstration Projects in the Transportation Equity Act for the 21st Century (TEA)
draft

HIGHWAY EARMARKS

Lead Agency	Project Description	Congressional District	1996 Regional Transportation Plan (RTP) Status	TEA Project Number	TEA Earmark (\$ in millions)	Total Estimated Cost (\$ in millions)	Earmark % of Total
	Install I-880 FTS Smart Corridor (Milpitas to Campbell)	Campbell/Lofgren/Stark	In RTP: \$12m RTP funds	1457	2.1	12.3	17%
Port of Oakland	Joint Intermodal Terminal	Lee	In RTP: \$20m RTP funds, \$21m local	558	6.0	160.0	4%
City of S. Mateo/Caltrans	SR 92/El Camino Real IC (San Mateo)	Eshoo/Lantos	In RTP for Rte. 92 IC improvements	401	2.8	3.7	75%
Caltrans	Construct I-330 connector bt. Sneath Lane and San Bruno Ave.	Lantos	In RTP: arterial improvements program	373	2.1	3.8	56%
City of Pacifica	San Pedro bridge at Route 1 - Pacifica	Lantos	(linked to Devil's Slide project)	1165	1.1	1.5	75%
Caltrans	Devil's Slide tunnel	Lantos	In RTP: \$52m in emergency relief funds	441	6.0	148.0	4%
CCTA	Route 4 West widening, Phase 1 (I-90 to Cummings Skyway)	Miller	In RTP: \$30m in local funds	793	7.5	55.0	14%
City of Vallejo	Mare Island Access Road	Miller		11	0.8	7.1	11%
CCTA	I-880 HOV (Martinez to Walnut Creek)	Miller/Tauscher		1444	5.3	39.0	13%
GGBHTD	Golden Gate Bridge Seismic Retrofit	Pelosi/Woolsey		357; 1843 and Section 1109	51.8	217.0	24%
San Francisco	Third Street South Bay Basin Bridge	Pelosi		78	9.4		
San Francisco/AC Transit	Transbay Terminal	Pelosi		354	9.4	131.0	7%
Caltrans/Sonoma/Marin	US 101 widening/improvements: Petaluma Bridge to Novato	Woolsey	IC in RTP base line: 100% local funds	1340	8.8		
Caltrans/Sonoma/Marin	US 101 widening/improvements: Windsor to Arata Interchange	Riggs		806	1.1		
Solano Transp. Authority	I-80 Reliever Route, Phase 1	Riggs	In RTP: \$12.7m RTP funds, \$6m local	398 & 1528	14.5	74.5	19%
	Replace Maxwell Bridge (Napa County)	Riggs		1529	8.7		
ACTA/Caltrans	I-860 Upgrade	Stark	In RTP: \$95 m for Mission IC & widening	176	7.5		
City of Fremont	Osgood Road Upgrade bt. Washington & S. Gritmer (Fremont)	Stark		575	1.5	4.2	36%
City of Hayward	Rehab B St bt. Foothill Blvd. & Kelly Street (Hayward)	Stark		982	0.5	1.0	53%
City of Hayward	Upgrade Industrial Parkway (Hayward)	Stark		1119	0.5	0.6	75%
City of Hayward	Upgrade D St bt. Grand Ave and 2nd St. (Hayward)	Stark		1080	0.9	8.6	10%
City of San Leandro	RR grade crossings (San Leandro)	Stark		481	0.4	2.5	15%
City of San Leandro	E. 14th Street Median Improvements (San Leandro)	Stark		918	0.8	1.5	50%
CCTA	Route 4 East (Bailey to Railroad)	Tauscher	In RTP: \$69.2m in local funds	859	8.5	35.0	24%
Caltrans	Sunol Grade/I-680 corridor improvements	Tauscher		236 & 427	9.8		
City of Livermore/Caltrans	Construct I-580 Interchange (Livermore)	Tauscher		1114	9.9	55.0	18%
City of Livermore	Upgrade Greenville Road & construct RR underpass (Livermore)	Tauscher		816	5.1	7.8	65%
Marin P. Works/Caltrans	US 101 HOV gap closure through San Rafael	Woolsey	In RTP: \$42.4m in RTP funds	1339	5.3	20.0	26%
Marin P. Works/Caltrans	Hwy 1/Tennessee Valley bridge reconstruction	Woolsey	In RTP for bike/pedestrian program: \$1.6m RTP funds, \$4.3m local	135	0.8	3.1	24%
Total					188.4	992.1	

BUS EARMARKS

Lead Agency	Project Description	Congressional District	1996 Regional Transportation Plan (RTP) Status	TEA Project Number	TEA Earmark (\$ in millions)	Total Estimated Cost (\$ in millions)	TEA Earmark % of Total
San Francisco	Islais Creek Maintenance	Pelosi		101	2.5		
County of Sonoma	Healdsburg Intermodal Facility	Riggs		48	2	3.5	57%
County of Sonoma	Santa Rosa/Cotati Intermodal Facility	Wootsey		105	1.5	8.5	18%
County of Sonoma	Windsor Intermodal Facility	Riggs		139	1.5	5	30%
LAVTA	AVL System	Tauscher		62	2		
<i>Total</i>					8.5	17.0	

June 10, 1998
Agenda Item 9.2



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: State Transportation Improvement Program (STIP) Update
- Information Only

The California Transportation Commission (CTC) approved the 1998 State Transportation Improvement Program (STIP) at their June 2 meeting. The adopted STIP consists of three components, the regional choice program that includes projects requested by the STA, the Interregional Transportation Improvement Program (ITIP) proposed by Caltrans, and the State Highway Operation and Protection Program (SHOPP) proposed by Caltrans.

The STA was granted \$13.5 million in regional choice funding for the I-80 Reliever Route. This will provide \$1.5 million for construction of the Vanden Road realignment, \$5.6 million for the extension of Walters Road to Cement Hill Road, and \$6.4 million for right of way for the Leisure Town Road interchange on I-80.

The CTC also approved the STA request for \$14 million in Solano regional choice funds for the Highway 37/29 interchange, on the condition that Caltrans provide the balance of funding needed to complete the project. The CTC approved the balance of \$40.1 million in funding for the Highway 37/29 interchange project in the Interregional Transportation Improvement Program (ITIP). This completely funds the Highway 37 project and completes the longstanding improvements to Highway 37 from I-80 to the Napa River Bridge. Construction on this project is scheduled for fiscal year 2000-2001.

The CTC also approved \$6.9 million in ITIP funding for the I-680/80 interchange project, and \$3 million in funding for an environmental impact study to support the widening of I-80 from Vacaville to Dixon. Construction of the I-680/80 improvements is scheduled for fiscal year 2002-2003. The ITIP program, as approved by the CTC, translates to 28% of the northern California share of ITIP funding to Solano County.

The State Highway Operation and Protection Program (SHOPP) is developed by Caltrans. The CTC approves the level of SHOPP funding and adopts the final program. The \$2 million extension of the four passing lanes on Highway 12 between Suisun City and Rio Vista is already programmed in the SHOPP for construction in fiscal year 1999-2000. The 1998 SHOPP program also includes \$33.3 million for vertical curve correction and shoulder widening on this segment of Highway 12 in fiscal year 2001-2002, a \$14.8 million pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in fiscal year 1999-2000, and a \$3.4 million pavement rehabilitation and the installation of freeway barriers on I-780 in fiscal year 1999-2000.

The overall funding in the 1998 STIP for Solano County projects exceeds \$180 million, including other minor safety projects programmed in the SHOPP.

Attachment

State Transportation Improvement Program (STIP) Projects in Solano County

The California Transportation Commission (CTC) approved the 1998 State Transportation Improvement Program (STIP) at their June 2-3 meeting. The adopted STIP includes three components, the regional choice program that includes projects requested by the Solano Transportation Authority (STA), the Interregional Transportation Improvement Program (ITIP) proposed by Caltrans, and the State Highway Operation and Protection Program (SHOPP) proposed by Caltrans.

Regional Choice:

- The CTC approved \$27.5 million in regional choice funding requested by the STA. This includes \$13.5 million for the \$74 million I-80 Reliever Route project to upgrade existing substandard roads to a continuous four lane arterial from I-80 in Vacaville to Highway 12 in Suisun City, and \$14 million for the Highway 37/29 interchange project. The \$27.5 million in STIP funding includes:
 - \$1.5 million for construction of the Vanden Road realignment to Peabody Road
 - \$5.6 million for the extension of Walters Road to Cement Hill Road
 - \$6.4 million for right of way for the Leisure Town Road interchange on I-80
 - \$14 million in Solano regional choice funds for the Highway 37/29 interchange

Caltrans Interregional Transportation Improvement Program (ITIP):

- \$40.1 million to fund the balance of the Highway 37/29 interchange project (2000-2001)
- \$47 million for widening Highway 37 from the Napa River Bridge to Highway 29 (2000-2001)*
- \$6.9 million in funding for improvements to the I-680/80 interchange (2002-2003)
- \$3 million in funding for an environmental impact study of the widening of I-80 from Vacaville to Dixon

State Highway Operation and Protection Plan (SHOPP):

- \$33.3 million for vertical curve correction and shoulder widening on Highway 12 between Suisun City and Rio Vista (2001-2002)
- \$2 million for the extension of the four passing lanes on Highway 12 between Suisun City and Rio Vista (1999-2000)*
- \$14.8 million for pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo (1999-2000)*
- \$3.4 million for pavement rehabilitation on I-780 from I-680 to Lemon Street (1999-2000)
- The installation of freeway barriers on I-780 at Benicia is funded as part of a \$7 million project to construct freeway barriers in the North Bay Area.

* Previously programmed in the STIP.

June 10, 1998
Agenda Item 9.3



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: November Ballot Advisory Measure - Discussion Only

The SEDCORP/STA Solano Transportation Plan, approved by the Board in April, recommends a countywide advisory vote on the plan in order to help promote public discussion on our transportation program.

The attached ballot language corresponds to the recommended list of projects proposed in the plan for which new local funds will be sought, with the exception that the proposed park-and-ride lot Security Program was consolidated under the general 'safety improvements' category.

Schedule

The ballot measure must be approved by the Board of Supervisors at least 88 days prior to the election in order to appear on the ballot (August 7 is the deadline).

Staff recommends that the proposed measure be discussed as an information item by the STA Board at the June meeting and considered for approval on the July 8 meeting. The month of June should be targeted for reconfirming support for the approach from the SEDCORP Transportation Action Team and briefing members of the Board of Supervisors on the proposal. It is suggested that the measure be proposed for consideration by the Board of Supervisors at their July 28 or August 4 meeting.

Attached is the proposed language for the advisory measure, along with the plan's executive summary calling for the proposal.

Recommendation

Discuss the attached ballot language and the approach to requesting the Board of Supervisors to place the measure on the November 1998 ballot.

Attachments

SOLANO COUNTY CITIZENS ADVISORY MEASURE

Measure _____

**ADVISORY VOTE ONLY
THIS MEASURE DOES NOT INCREASE TAXES - IT RECOMMENDS
SOLANO COUNTY TRANSPORTATION FUNDING PRIORITIES**

Shall any new tax revenues secured by the Solano Transportation Authority fund the following transportation improvements?

- Improve safety on Highway 12, local streets and park-and-ride lots.
- Fix streets, potholes.
- Implement passenger rail service to BART.
- Synchronize traffic signals.
- Increase commuter express bus service.
- Build I-80 Reliever Route between Vacaville and Suisun City.
- Upgrade local roads and interchanges.
- Expand ferry service between Vallejo/Benicia to San Francisco.
- Improve senior, disabled transit service.
- Expand bicycle routes.

Administrative expenses shall be limited to ½ of 1 percent maximum.

_____ Yes

_____ No

Measure__ - Advisory Measure Only

Measure__ is Not a Tax. It is an advisory measure which states Solano County voters' intent that any new revenues for transportation are spent on the following improvements:

Project Package

- **Improve safety on Highway 12, local streets and park-and ride lots:** Examples would include fog line reflectors, centerline and edge line striping, safety-related intersection improvements, turn pockets, paved shoulders, median barriers, lighting, security and pedestrian facilities.
- **Fix streets, potholes:** Improve local streets and fill potholes in all seven cities and on county roads for greatly needed street maintenance.
- **Implement passenger rail service to BART:** Implement commuter rail service between Dixon, Vacaville, Fairfield, Suisun City and Benicia to BART including two additional daily round trips specifically tailored to Solano commuters and associated local station improvements.
- **Synchronize traffic signals:** Examples of candidate projects include Travis Boulevard in Fairfield, Leisure Town Road in Vacaville and Sunset Avenue in Suisun City.
- **Increase commuter express bus service:** Provide for enhanced commuter express bus service between Solano cities, and to San Francisco, BART and Sacramento.
- **Build I-80 Reliever Route Between Vacaville and Suisun City:** The Reliever Route project upgrades local road to provide four continuous lanes between I-80 at Leisure Town Road and Highway 12 at Walters Road as a local travel option to I-80.
- **Upgrade local roads and interchanges:** Provide local match to new state and federal funds needed to make up the shortfall for new local arterial and interchange projects.
- **Expand ferry service between Vallejo/Benicia to San Francisco:** Provide for the purchase and operation of a new ferry boat that would link Benicia and Vallejo to San Francisco.
- **Improve senior/disabled transit service:** Provide for enhanced dial-a-ride service for elderly and handicapped residents of Solano County.
- **Expand bicycle routes:** Provide the local match to the Phase 1 Bikeway System which will interconnect all Solano cities over the next 10 years.

EXECUTIVE SUMMARY

The Solano Economic Development Corporation (SEDCORP) and the Solano Transportation Authority (STA) have joined forces in a "Call to Action" to focus attention on a serious problem facing our county's future. Increasing congestion on our transportation system is beginning to impact the ability to move people and goods in Solano where we are dependent on mobility to assure economic vitality and a positive quality of life. SEDCORP and STA, representing a broad group of private sector business interests and public agencies, are working together to address the county's aging and fragile transportation network and to implement a strategy which will help solve our transportation problems.

The Solano Transportation Plan is intended to be the blueprint for creating a transportation network, which will support the County's mobility needs. The Plan focuses on the need to achieve early delivery of projects which have already been financed, sets the stage for securing a maximum share of additional State and Federal money which is expected to be available over the next few years and provides a framework for seeking new local funding to implement future transportation projects which will be necessary to meet growing demands.

Need for an Implementation Plan

Today, the cities and county of Solano have a competitive advantage over the rest of the Bay Area and the state in terms of quality of life, basic infrastructure, and the amount of land suitable for economic development. The county's future economic prosperity – and quality of life – will be threatened if the issue of increasing traffic congestion is not addressed soon. Further, growing demand and their deteriorating condition make our roadways more dangerous to use.

A key reason for the recent decline in our transportation system is that traditional funding sources are not keeping up with mobility needs. Since 1970, transportation spending in California has increased by only 15 percent while the state's population has increased by 60 percent and the number of vehicle miles traveled has increased by 160 percent.

A recent survey by the Bay Area Council showed that congestion in the region is costing roughly \$3.5 billion annually in lost productivity and wasted resources. In Solano County, routine congestion is already occurring at key gateways such as the Benicia-Martinez Bridge, the intersection at Highway 29 and 37 in Vallejo and the I-80/I-680 interchange at Cordelia. The STA estimates that the cost to finance basic transportation needs in Solano County over the next 20 years will exceed available funds by more than \$700 million.

Process for Developing the Plan

SEDCORP's Transportation Action Team and STA began working together more than a year ago to develop a mobility strategy for Solano County. Extensive research on current and future transportation needs, project costs, available funding sources, and an assessment of public support for different program elements was conducted.

In January of 1998, SEDCORP and STA released a preliminary draft of a mobility plan and established a Community Action Team consisting of business leaders, elected officials and citizen activists to provide input. The purpose of the Community Action Team was to further develop the draft plan based on community outreach and to assist in implementing a strategy which will produce positive results for the county. The preliminary draft plan was presented at three public workshops held in Vacaville, Fairfield, and Vallejo in February of 1998. Input from these workshops has been incorporated in this plan. A brief description of the suggestions is included as part of this Executive Summary.

Implementation Plan Strategy

The implementation plan strategy can be summarized in four basic activities.

EDUCATE the public about the county's transportation needs and options for meeting these needs

SEEK new local funding to leverage all available funding sources for strategic investments that will return the greatest dividends to overall county wide and regional mobility.

DELIVER already funded, but not completed, transportation projects. The term "deliver" means to work with Caltrans and involved regulatory agencies to bring funded projects to construction as quickly as possible.

ADVOCATE for additional local, state and federal funding for planned projects.

Implementation Plan Projects

The projects or programs in the transportation plan are grouped into three separate categories that correspond to activities outlined in the strategy described above. Projects listed below are described in more detail in Section 4 and Section 6.

GROUP A (Projects for which new local funds will be sought):

Safety Project Implementation Plan

Local Road Maintenance

Commuter Rail Service and Stations

Traffic Signal Synchronization Program

Park-and-ride lot Security Program

Commuter Express Bus Service
I-80 Reliever Route, Phase 1
Local Road and Interchange Improvement Program
Ferry Service Program Enhancements
Dial-a-ride Service Enhancements for Elderly & Handicapped
County wide Bike Route Program

GROUP B (Projects which are already funded but not completed):

New Benicia-Martinez Bridge
Carquinez Replacement Bridge
Intercity Transit Fare and Schedule Coordination
I-80 Reliever Route, Phase 1a (partially funded)
Highway 37 in Vallejo
Rail Station Improvements (partially funded)
Road Maintenance (partially funded)
Primary Bike Route Segments (partially funded)
Park-and-ride lots, Phase 1

GROUP C (Projects for which additional local, state and federal funding will be advocated):

Highway 12 Safety Improvements
Highway 37/29 Interchange
I-80 HOV Lane Project, I-680 to I-505
Capitol Corridor – 5th and 6th Trains
I-80/I-680 Interchange Improvements, Phase 1
Transit Operations and Capital Shortfall
I-80 Reliever Route, Phase 2
Park-and-ride lots/ridesharing
Highway 113 Railroad Grade Separation
Local Road Improvements
Bicycle/Pedestrian Improvements

Action Plan

Following the community meetings and other outreach efforts, which included presentations to chambers of commerce, large employers and civic groups, the final draft Solano Transportation Plan is available for general circulation. The Plan will be used as an educational tool to inform the public of the need for improvements to the County's transportation system, and to focus attention on those projects which must be completed in order to maintain the area's mobility needs.

County officials will use this document as a means to "deliver the message" regarding our transportation problems, and will implement a strategy of seeking new local funding, delivering projects which are already funded, and advocating for additional local, state and federal funding whenever possible. With continuing input from the general public, the Plan will also serve as a vehicle to communicate the need for additional funding, and will provide a framework for determining the viability of any new local funding sources.

As a result of community input, the plan process will now include a request for all local jurisdictions to develop a specific maintenance plan for their area of responsibility, and a study of the connection between transportation improvements and land use as it relates to the I-80 Reliever Route Project.

Finally, prior to the conclusion of this process, it has been suggested that the public be asked to respond to the plan through a countywide advisory vote which would likely be included as part of the November 1998 ballot.

Recent Funding Advocacy Efforts

Several of the projects described above are strong candidates for either partial or full funding in the ongoing 1998 State Transportation Improvement Program (STIP) and federal funding processes.

The California Transportation Commission (CTC) will take final action on these recommendations at their meeting in June, 1998 and an extension on the federal ISTEA bill is expected this spring. Approval of the funding recommendations will mark a successful beginning to funding advocacy efforts initiated through this process, but the bulk of the challenge to implement the overall transportation program remains.

June 10, 1998
Agenda Item 9.4



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: I-680 High Occupancy Vehicle (HOV) Lanes - Information Only

The Contra Costa Transportation Authority (CCTA) has proposed \$25.3 million in State Transportation Improvement Program (STIP) funding for High Occupancy Vehicle (HOV) lanes on I-680 between North Main Street in Walnut Creek and the Marina Vista Interchange in Martinez. The STIP funding is expected to be confirmed by the California Transportation Commission (CTC) on June 2. The STIP funding will be supplemented by \$13.5 million in Measure C funding from Contra Costa's local option sales tax.

The project would provide a southbound HOV lane from the Marina Vista Interchange to North Main Street in Walnut Creek, and in the northbound direction from State Route 242 to the Marina Vista Interchange. The project is scheduled to be completed in fiscal year 2003-2004.

These HOV lanes would serve Solano County residents commuting to central Contra Costa County and points south in the East Bay. The project is subject to the federal requirement for a Major Investment Study (MIS) and the invitation for comments on the draft MIS is attached.

STA staff concurs with the draft MIS finding that the HOV lanes are needed and best serve the project objectives, and recommends that the STA comment on the Environmental Impact Statement (EIS) and/or Environmental Impact Report (EIR) when they are circulated for comment.

STA staff will keep the STA Board apprised as the project progresses.

Carpool Lanes Planned for Stretch of I-680

Area drivers seldom ride together now

(5.28.98)

By Patricia Jacobus
Chronicle Staff Writer

Diamond lanes planned for nine clogged miles of Interstate 680 from Martinez to Walnut Creek could bring some relief to frustrated commuters.

The problem is that few of the

200,000 daily commuters — on both sides of the freeway — actually carpool.

"It's a great idea," said Brad Woltz, a lumber and hardware salesman who drives from Benicia to Walnut Creek every day for his job, as do his wife and a co-worker. They do not commute with one another.

"It could make it easier," he said, then after some thought he added, "but I don't know many people who carpool."

The \$33.5 million high-occupancy vehicle lane project would be

built each direction on the stretch of freeway from Marina Vista in Martinez to North Main Street in Walnut Creek.

Environmental studies for the project are under way and are expected to be completed by next spring.

The Contra Costa Transportation Authority and Caltrans will sponsor a public meeting on the project tonight.

I-680 has 12 miles of carpool lanes through the San Ramon Valley that end south of the interchange with Highway 24 in Walnut

Creek. The continuing interchange reconstruction project does not include adding carpool lanes.

Carpool lanes are used throughout the Bay Area but remain controversial because it can be tough for workers to coordinate schedules to commute together. As a result, the special lanes intended to thin traffic, reduce air pollution and save gas remain underused — especially in Contra Costa County.

Take Woltz's workplace at Piedmont Lumber on North Main Street. Of the 34 employees, only one lives in town. Two commute

together. All the others drive in separately.

"This is the conundrum we face," said Robert McCleary, executive director of the Contra Costa Transportation Authority. "It's hard to grapple with."

"We can fine-tune the interchanges, add auxiliary lanes, but there is not a whole lot more we can do," McCleary said. "It's a problem. We either put up with the congestion or have proactive policies to encourage carpooling."

In the early 1990s, when the

COMMUTE: Page A17 Col. 1

COMMUTE: Carpool Lanes

From Page A13

same length of freeway was expanding, the transportation authority tried to turn the new third lane into a carpool section.

Caltrans objected, saying that only two lanes for mixed-flow traffic was not enough and a carpool lane could make traffic worse, McCleary said.

Now the plan is to restripe the road to create a fourth lane which would be used as a diamond lane only during peak commute hours

for motorists who have at least one other passenger in the car.

What's more, the toll at the Benicia bridge may be free for carpoolers.

With that, Woltz said, he would suffer the inconvenience of leaving the house an hour and half earlier to ride with his wife and possibly his neighbor co-worker to save money on the bridge toll.

"It would definitely encourage me to drive in with my wife," he said. "It would save time, money, gas, all those things."

*June 10, 1998
Agenda Item 9.5*



DATE: June 3, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Cancellation of August Board Meeting

The STA Executive Committee has canceled the August STA Board meeting. This is consistent with the meeting schedule for several other Bay Area transportation agencies, including MTC and the Contra Costa Transportation Authority.

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