



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

MEETING NOTICE

July 8, 1998
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
Regular Meeting
6:00 p.m.

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

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

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
- 4.1 Special Recognition of Gene Berthelsen and Mike Hutchison of Caltrans District 10 for Outstanding Work on Behalf of Highway 37 Project
- 5.0 Opportunity for Public Comment
- 6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)
- 6.1 Minutes of Meeting of June 10, 1998 Page 19
- 6.2 Draft minutes of June 24, 1998 TAC meeting Page 23
- 6.3 Initial Allocation Request of 1998 STIP Funds for I-80 Reliever Route Project (Martin Tuttle) Page 27
- 6.4 Project Management Consultant Contract for I-80 Reliever Route Project (Martin Tuttle) Page 29
- 6.5 Transportation Improvement Program (TIP) Amendment Request for Solano County (Martin Tuttle) Page 33
- 6.6 Contract with Michael Jones and Associates for 1998-99 Bike Implementation Activities (Dan Christians) Page 37

- 6.7 **I-80 High Occupancy Vehicle (HOV) Lane Report** (Martin Tuttle) Page 43
- 6.8 **North Coast Railroad Authority Legislation (AB 96)** (Martin Tuttle) Page 51
- 6.9 **Contract with Moore, Iacofano and Goltsman for 1998-99 Intercity Transit Marketing Program** (Dan Christians) Page 69
- 6.10 **I-680 High Occupancy Vehicle (HOV) Lanes** (Martin Tuttle) Page 73

7.0 ACTION ITEMS: FINANCIAL

- 7.1 **Contract for Travel Safety Study** (Matt Todd) Page 75
- 7.2 **Contract for Reliever Route Transportation/Land Use Plan - Phase 1**
(Martin Tuttle) Page 97

8.0 ACTION ITEMS: NON-FINANCIAL

- 8.1 **Advisory Measure for November Ballot** (Martin Tuttle) Page 101

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 **Board Members Comments**
- 9.2 **Adjourn (Next Meeting: September 9, 1998)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

July 8, 1998
Agenda Item 3.0

Area Code 707
422-6491 ♦ Fax 438-0656

MEMORANDUM

Members: DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle *Mt*
RE: EXECUTIVE DIRECTOR'S REPORT

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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.*

Martin Tuttle
Executive Director

Budget: Staff is preparing for the independent audit of our financial records for FY 1997/98. The audit will take place the week of August 17. As in the past, we will recommend that any carry-over funds confirmed by the auditor be reprogrammed for project development purposes to help advance the Board's list of priority projects.

***Advisory Ballot Measure:** Members of the SEDCORP Transportation Action Team have been meeting with individual members of the Board of Supervisors to seek support for the proposed November 3 ballot measure as outlined in agenda item 8.1. The proposal, which does not include a tax component, is intended to promote public discussion on the recently adopted SEDCORP/STA Solano Transportation Plan.

***SolanoLinks:** The Solanolinks Consortium proposes a modest marketing contract (up to \$90,000) with consultants Moore, Iacofano and Goltsman (MIG) in agenda item 6.8 in order to continue the promotional momentum for intercity transit services in the county.

Madere Bridge: Assemblywoman Helen Thomson's legislation (ACR 100) naming the Rio Vista Bridge after the late STA Boardmember Helen Madere was approved unanimously by the Senate Transportation Committee on June 30. The resolution also designates the portion of Highway 113 in Yolo County after retiring Congressman Vic Fazio.

Carquinez Replacement Bridge: Design on the new bridge is 40% completed and construction on the main span is expected to begin in mid-1999. A model of the new suspension bridge will be exhibited in the project's information center, which will open this month in Contra Costa County. We have requested that an identical model be built and shown in Vallejo, such as in the library or City Hall lobby.

Executive Director's Report, page two

New Benicia-Martinez Span: The Contra Costa Transportation Authority/STA Subcommittee sent the attached letter to MTC urging support of bringing the project allocation request for the southern approach segment (grading) to the Commission in July. This action is necessary if we are to maintain the current schedule for the project's groundbreaking this fall. The next meeting of the Subcommittee is scheduled for September 17 in Benicia.

Highway 12: Board member Marci Coglianesse and Matt Todd attended the Highway 12 Association meeting on June 18 to hear Aki Morimoto of Caltrans District 4 explain the department's position on a proposed traffic signal to serve Rio Vista's Summerset development at Highway 12. As an interim compromise, Caltrans agreed to improve the striping at the intersection and re-review traffic counts to determine if new benchmark for signal implementation is warranted.

***Highway 37:** The Federal Highway Administration signed the Record of Decision for the project on June 26. The federal government's approval is a major project milestone, allowing for the start of design and right-of-way acquisition.

***Reliever Route:** Consultant Bob Grandy and I met with Pete Hathaway of the California Transportation Commission (CTC) staff on June 22 in regard to the project delivery schedule and other issues concerning the Reliever Route project. Hathaway, who was instrumental in the CTC's recent decision to fully fund the Highway 37 project, was most supportive of our "segment approach" for the project and the proposed transportation/land-use study for the corridor.

San Joaquin/Solano Cooperation: Dan Christians is continuing to research Solano employee interest at the Napa State Hospital concerning local bus stop(s) on Highway 12 to access San Joaquin Regional Transit District's Lodi-Napa State Hospital subscription bus service.

Capitol Corridor: The Capitol Corridor Joint Powers Board approved the agreements allowing the train service to be transferred to regional control on May 28, but as of this writing, Caltrans has yet to give its approval. The transfer takes place as soon as the Director of Caltrans signs the agreements. The CCJPB meets again on July 8.

Upcoming events

- July 22 Metropolitan Transportation Commission meeting in Oakland
- July 24 Bay Area CMA Association in San Francisco
- July 28 Solano County Board of Supervisors in Fairfield
- August 26 SolanoLinks Consortium in Suisun City (no July meeting)
- August 26 STA TAC meeting in Suisun City (no July meeting)
- September 9 STA Board meeting in Suisun City (no August meeting)

Attachments

Priority project status report, key correspondence and newspaper clippings

**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 of Benicia Bridge Project
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 signed 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	\$4,110	-Integrated schedule cover jacket being designed -Try Transit Week newspaper and cable ads 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
Red Top Slide Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
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 August
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$150,000	\$209,711	\$63,010	

* No funds allotted at this time

\$359,711

** Total cost of the Intercity Transit Plan Marketing and Planning services through May 31 is \$143,851

*** Total spent on the Solano Bike Route Plan through May 31 is \$12,204

**** 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 Solano Transportation Plan

**STA Project Development Fund
1998-99 Priority Projects - Status Report
(listed in alphabetical order)**

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Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-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 of Benicia Bridge Project
Capitol Corridor CCJPB, STA	\$5,000	*	\$0	-Transfer agreement approved by the CCJPB on 5/28 -Negotiations ongoing with landowner for parking improvements at Fairfield/Suisun
Federal Lobbyist STA	\$15,000	*	\$0	-Reliever Route earmark for \$14.45 million and Wilson Ave for \$.75 million in TEA21 legislation -Seeking \$2.7 million bus purchase appropriation
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-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 signed the ROD 6/98
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 - Land Use Study STA	\$15,000	*	\$0	-Project Management Consultant contract pending Board including transfer of reserve PDF to this project -Consultant contract for Land Use Study Phase I pending Board approval
Intercity Transit Plan - Implementation STA	*	*	*	-Marketing contract for FY 1998-99 pending Board approval
Mare Island Access Study Vallejo	\$10,000	*	\$0	-Vallejo is seeking local match for the federally financed study to improve access to Mare Island
Miscellaneous Project Development	\$15,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
Red Top Slide Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
Solano Bike Route Plan - Implementation STA	\$15,000	\$8,000	\$0	-Completing BikeLinks map with \$8,000 YSAQMD funds -Caltrans approved \$144,000 BLA funds and YSAQMD \$50,000 for Old Davis Road bike lanes
Solano Transportation Plan - Implementation STA	\$10,000	*	\$0	-Draft Advisory Measure language pending Board approval -Design/printing to be completed in August
Traffic Safety Project Study STA	\$25,000	*	\$0	-Consultant contract pending Board approval
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$110,000	\$8,000	\$0	
		\$118,000		

* No funds allotted at this time

THE FERGUSON GROUP, LLC

1130 Connecticut Avenue, N.W. ♦ Suite 300 ♦ Washington, DC ♦ 20036
Ph. (202) 331-8500 ♦ Fax (202) 331-1598

The Ferguson Group Solano Transportation Authority Summary of Activity – June 1998

- Monitor Transportation Equity Act 21 ("TEA 21" - ISTEA Reauthorization) status and continued development of legislation, including possible changes to funding levels. 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).
- Contact and coordinate meetings with Senate California field staff regarding current projects and long-term goals of STA.

<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.	Signed into law by President 6/9/98.
Wilson Ave. Extension TEA 21 (ISTEA Reauthorization)	\$5.68 million requested (Rep. Miller).	\$750,000 included in House/Senate Conference Report.	Signed into law by President 6/9/98.
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/Senate Appropriations markup.	Approps markups likely to begin week of July 14, 1998.

06/30/98
10:03 AM

915 L Street ♦ Suite 1000 ♦ Sacramento, CA ♦ 95814 ♦ (916) 443-8500 ♦ Fax (916) 443-8545

FRANK D. RIGGS

1ST DISTRICT, CALIFORNIA

COMMITTEE ON ECONOMIC AND
EDUCATIONAL OPPORTUNITIES

SUBCOMMITTEES:

EARLY CHILDHOOD, YOUTH AND FAMILIES

(CHAIRMAN)

POSTSECONDARY EDUCATION, TRAINING, AND
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Congress of the United States
House of Representatives
Washington, DC 20515

1714 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-3311

DISTRICT OFFICES:

1700 2ND STREET
SUITE 378
NAPA, CA 94559
(707) 254-7308

710 E STREET
SUITE 100
EUREKA, CA 95501
(707) 441-8701

June 23, 1998

Mr. Don Erickson
333 Sunset Ave Suite 200
Suisun City, CA 94585

Dear Mr. Erickson:

I just wanted to let you know I received your kind words of appreciation and support. I greatly appreciate your thoughtfulness. It is an honor to serve as your Representative in Congress.

Very truly yours,

A handwritten signature in black ink that reads "Frank Riggs". The signature is written in a cursive, flowing style.

Frank D. Riggs
Your Representative in Congress

FDR:boo



Money for transit

*Reporter
(6.8.78)*

Local roadways get a needed shot in arm

State transit officials have been lobbied hard and lobbied often by a much more effective local agency that should get some of the credit for a \$179 million, six-year plan to upgrade roads in Solano County.

There is good news for road safety, good news for Rio Vista, good news for commuters and businesses who fight growing gridlock on local highways.

Most importantly, however, the funding will go a long way to helping protect the economic vitality of the region. Congestion, if left to invoke gridlock, could force local companies elsewhere and deter others from moving here and bringing new jobs to local residents.

Clogged arteries like the Interstate 80-680 interchange and I-80 between Vacaville and Fairfield will get some help. So will the dangerous sections of state highways 12 and 37. The

link from Fairfield to Rio Vista is a critical one for the fast-growing delta town.

More than \$13 million has been allocated to upgrade existing roads, the preliminary step to creating a four-lane reliever route between Vacaville and Suisun City

that will siphon some of the heavy commuter traffic off the interstate freeway.

Along with the new \$47 million in funding, the Solano Transit Authority has now more than \$100 million to help create a faster, safer route to jobs

at Mare Island.

The local agency, under the guidance of Mayor Jim Sperring of Suisun City, Steve Lessler of the Fairfield City Council and Director Marty Tuttle, has become a stronger voice for Solano County. The bureaucracy that decides where money goes is getting a consistent dose of recommendations from Solano County's advocates.

The link from Fairfield to Rio Vista is a critical one for the fast-growing delta town.

County seeks electric cars for employees

By Charles Levin
DAILY REPUBLIC

4/12/98

SUISUN CITY — A small fleet of electric cars could soon carry county and city employees hither and yon, cutting air pollution and saving money on auto repairs and fuel.

Solano Transportation Authority is applying for a \$524,000 Bay Area Air Quality Management District grant that would pay to lease six cars for three years. If approved this fall, the money would also pay to build 20 electric car recharging stations in south and central Solano County.

The request, approved by authority board members Wednesday, mirrors a trend with business and government taking the lead in using so-called "alternative fuel vehicles." To reduce air pollution, 10 percent of all new cars sold in California by 2003 must meet zero emission standards. Only electric vehicles satisfy those conditions.

"This (request) demonstrates that this technology will work," said Dan Christians, authority senior planner.

Solano County and Suisun City would get two cars each while Fairfield and Benicia would get one each. The cars would likely be used as service vehicles for trips to field projects.

One concern about electric cars is that current battery technology limits their distance to about 60 to 80 miles.

This might prove cumbersome for county employees who may travel lengthy distances down rural roads.

Also, authority staff hope to use a car to travel to meetings in the Bay Area, but the availability of recharging stations may limit that use, Christians said.

Establishing a network of local recharging stations could solve this problem. The grant would pay for 20 stations at city halls, transportation facilities, park and ride lots, public works lots and the authority's office at 333 Sunset Ave. in Suisun City.

Right now, there are three recharging stations in Solano County: two at Vacaville's City Hall and another at the Saturn dealership in Fairfield. A fourth station is planned at the Vallejo Costco at 198 Plaza Dr.

Because the battery technology is changing quickly, the authority will lease the vehicles for \$18,000 annually. This will also include insurance, maintenance and road service costs, further reducing costs.

All the major auto manufacturers produce electric cars, but it's unclear which company the authority will lease from. The Honda EV Plus and, possibly, a Ford electric truck are considerations, Christians said.

Each participating agency must get rid of one car for each electric vehicle to comply with grant requirements to reduce air pollution.

Vallejo to keep SF ties

Ferry travel into Wharf protected under deal

By Charles Levin
DAILY REPUBLIC

6/16/98

SAN FRANCISCO — A decision last week by San Francisco's Port Commission promised that Vallejo and other public ferry services will continue trips to Fisherman's Wharf.

Commissioners approved an agreement to let Vallejo build a terminal at the popular tourist spot with \$2 million of federal funding. Currently, Vallejo uses Piers 39 and 41, both leased by its current operator, Blue and Gold Fleet.

"But other potential operators do not" own or lease docks, said Doug Vanderkar, transportation analyst with Vallejo. "Without a public facility, we're out of luck without somebody who's gracious enough to allow us to dock there."

Blue and Gold's contract to operate the popular commuter and tourist service runs until 1999. By federal law, the city is required to reopen the contract for bidding every five years, Vanderkar said.

Vallejo, which will oversee the project, was

joined by Harbor Bay Maritime and Alameda-Oakland ferry services in pressing for a public dock. There is no time line for the project now, but final engineering designs will go to the commission sometime next year.

The decision does not mean the city would add more ferries to its service, which runs 11 roundtrips daily, Vanderkar said.

The commission also agreed to seek bridge toll revenue to help build ferry slips at the new ballpark being built on the waterfront for the San Francisco Giants.

Vallejo might consider running ferries to the new ballpark at China Basin, Vanderkar said.

But there are many caveats, including an available dock and enough ridership to justify operating costs. Also, it's unlikely the city would spare boats from prime commuter hours to satisfy Giants fans.

"Right now if someone was looking for a guarantee to run a ferry to every game from Vallejo, we couldn't make that commitment," Vanderkar said. "We're interested, but we'll just have to see how things work out."

Caltrans moving facility to Benicia

By Nathan Salant
HERALD STAFF WRITER

6/11/98
The state Department of Transportation (Caltrans) plans to move its Tri-Bridge Maintenance Center from Vallejo to Benicia early next year, officials confirmed yesterday.

Caltrans is negotiating to purchase 8.5 acres of land in the 100-block of Industrial Way to build a new facility for both its bridge maintenance and bridge painting crews, according to Greg Lock-

shaw, a bridge supervisor.

The Tri-Bridge crews take care of the Carquinez, Benicia-Martinez and Antioch Bridges.

Caltrans has scheduled a public hearing next month to discuss the new location with Benicia residents and to review the conclusions of an environmental study of the proposal.

The hearing is scheduled for July 8 from 5 p.m. to 8 p.m. at the multi-purpose room of the Robert Semple Elementary School at 2015 E. Third St. in Benicia.

Copies of the environmental study are available for public review at the city's Planning Department in City Hall (250 East L St.) and at the Benicia Public Library (150 East L St.).

More than 30 employees are expected to be stationed at the proposed Benicia facility, and more than a dozen vehicles will be housed there, Lockshaw said. The new facility will be near the intersection of Industrial Way and East Second Street.

Lockshaw said the crews are

being forced to leave their current facilities just west of the Carquinez Bridge toll plaza to make room for the construction of a new span.

"The current facility is really too small and very old and inadequate," said Colin Jones, a public information officer at Caltrans headquarters in Oakland. "And, to make matters worse, they're going to be plowing through there for the new bridge."

Approaches to the new span are planned for the location of the bridge crews' current headquarters.

"The new freeway goes right through where I'm sitting right now," Lockshaw said.

But the new building may not be ready in time for the move, Lockshaw said, since crews have to be out of their current offices by March to make room for freeway construction.

"We may be in some interim trailers or something until the building is complete," Lockshaw said. "We don't expect it will be

See Caltrans, page A12

Caltrans

Continued from page A1

done by the time we have to get out of here."

The relocation also presents a new challenge to the Tri-Bridge crews, since it represents the first time that the maintenance station will not be located directly at one of the three bridges it watches.

"It'll be different," Lockshaw said. "Every place I've worked, the building is right at a bridge. But we have to travel to three bridges, so they just figured that was a more central location."

Several members of the painting crew currently live in Benicia, Lockshaw said.

Caltrans already operates an electrical maintenance facility on E. Second Street just south of Interstate 780.

Local road cash in federal transportation bill

By Nathan Salant
HERALD STAFF WRITER 6/10/98

Better maintenance of Benicia streets and a new alternative to traffic-clogged Interstate 80 between Vacaville and Suisun City are among the benefits expected locally from the \$203 billion transportation bill signed by President Clinton this week.

More than \$18 billion of the total spending is earmarked for highway and mass transit projects in California over the next six years.

The bill, entitled the Transportation Equity Act for the 21st Century, was signed into law by Clinton on June 9.

Martin Tuttle of the Solano Transportation Authority in Suisun City said Wednesday that the bill makes funds available for long-delayed projects to repair streets in Benicia and other Solano County communities.

"It will allow us to do more basic maintenance, which we have a huge backlog and need for throughout the county," Tuttle said. "We'll see additional money for

maintenance and safety projects, like filling potholes in Benicia. After the El Nino rains, a lot of local streets and roads are a mess."

Tuttle said the STA also was compiling a list of required safety improvements to highways, rail crossings, bicycle and pedestrian routes, since the county expects to receive another \$9 million for safety projects during the six-year life of the bill.

"Our board is putting money aside to develop a safety implementation plan for the county," Tuttle said.

The STA authorized a \$25,000 travel safety study in May and will be seeking proposals later this month.

Sen. Barbara Boxer (D-Calif.) hailed the signing of the transportation bill this week and said she was responsible for proposing many of the California projects included in the legislation, including more than \$14 million for the I-80 reliever route.

"The reauthorization of highway and transit programs are crucial to our state," Boxer said in a statement Wednesday. "I am confi-

dent that this highway and transit bill will contribute to California's economic prosperity and will result in the creation of hundreds of thousands of jobs throughout our state."

The proposed new four-lane route between Interstate 80 in Vacaville and Highway 12 in Suisun City would run parallel to the freeway and enable local traffic to avoid the congested highway.

David Sandretti of Boxer's Washington office said the senator specifically pushed for the I-80 reliever route after hearing complaints from local leaders about

approaching gridlock on the Sacramento-to-San Francisco corridor."

"The traffic between Sacramento and the Bay Area is very heavy and it's been told to us by local officials that something needed to be done," Sandretti said. "The traffic has been unbearable."

Sandretti said the reliever route would help the long-term health of the California economy by speeding the transportation of goods to Bay Area markets and ports.

"From Senator Boxer's perspec-

See Roads, page A1

Roads

Continued from page A1

tive, one of the most important things that's going to come out of this bill is we're going to be able to move products to market faster," Sandretti said. "Right now, we're losing out because our trucks and trains take too long to get 'from Point A to Point B,' and 'Point B' is the market. It's a drag on the economy."

STA Chairman Don Erickson, the mayor of Dixon, called the I-80 reliever route the "most critical transportation project" in the central county, since gridlock can be expected on the freeway within 10 years if there are no improvements.

"Given our projected gridlock, the Reliever Route is going to be needed to preserve existing job centers like Travis (Air Force Base in Fairfield) and emerging ones like the new Genentech plant in Vacaville," Erickson said.

The transportation bill also included funds for the seismic retrofit of the Golden Gate Bridge, construction of high-occupancy-vehicle lanes along I-680 between Martinez and Walnut Creek and a long list of studies and research on improving traffic and vehicle technology.

Page A8

Stockton bus for Rio Vista is complicated

By: **Irving Shear**

River News-Herald editor

THERE ARE COMPLICATIONS THAT may prevent Rio Vistans from boarding a public bus that plies daily between Stockton-Lodi and Napa.

A San Joaquin County Regional Transit bus has winter and summer schedules. From November through February, the bus leaves Stockton at 5:44 a.m. and Lodi 11 minutes later to arrive at Napa State Hospital at 7:16 a.m., and departs Napa at 4 p.m. to return to Lodi at 5:21 p.m. and Stockton nine minutes later. From March through October, the bus leaves Stockton at 5:59 a.m. and Lodi 11 minutes later to arrive at Napa at 7:16 a.m., and departs Napa at the same time as the winter schedule.

The monthly fare is \$120 from Stockton and \$115 from Lodi for the 17 passengers, and all by advanced reservations.

Daniel B. Christians, senior transportation planner for the Solano Transportation Authority, explained that this service was created specifically for Napa State Hospital employees living in the Stockton-Lodi area and there appears to be a reluctance to make any stops between these two points. One of the hospital employees is also the driver, he said.

In addition, Christians said the bus detours through Sacramento to Interstate 80 when Highway 12 is socked in by fog.

He would like to ask other Napa State Hospital employees living in communities along Highway 12 - three in Rio Vista, 56 in Suisun City and 91 in Fairfield - if they would like to ride this bus.

Christians noted he will continue negotiations with San Joaquin County to open this service to the general public for possible stops at the commuter train depot in Suisun City and elsewhere along the route if there is sufficient interest in Rio Vista.

Michael Lee, city finance director, said Thursday that he has not received a single inquiry about this service.

Internet steers users to transportation tips

By Charles Levin
DAILY REPUBLIC

(608.98)

Web navigation

FAIRFIELD — Need a car-pool match? Worried about road conditions on Highway 12? Can't find your way to Aunt Edna's new home in San Bruno?

The answers to all those questions are just a mouse click away on your personal computer.

The Internet's World Wide Web offers a treasure chest of information for transportation junkies from government watchdogs to harried commuters.

Write "transportation" in Yahoo's search engine and it displays 667 categories and 2,751 sites on the subject,

Road conditions, traffic updates, directions and car-pool information are all available at various sites on the World Wide Web.

from academia to government to telecommuting.

"People want information and the more information you give them, the more they use it," said Jim Drago, spokesman for the state Department of Public Information, of Caltrans' award-winning Web site.

Mayor Jim Spering, chair of the Metropolitan Transportation Commission, surfs the Web before he travels to a new city to scope out shuttle and bus schedules.

Checking out resources via computer saves Spering the headache of finding out, for instance, that no buses run after 10 p.m.

"So when you go to the city, it's not so foreign and scary," Spering said.

Others may just want to peruse government's goings-on. Check out Caltrans' Web site, where Drago's staff have put up more than 7,000 pages of information for public scrutiny.

"Without a doubt, it's been an unqualified success," Drago said.

The site, which gets up to 4 million hits a month, provides quick access to road conditions statewide. By clicking on maps, users immediately get the current status of road closures and construction projects that might impede a morning or afternoon rush hour commute.

Road conditions are updated as they change, Drago said. "Our goal is to stay on top of them."

Also available are pages on "high occupancy vehicle" (carpool) lanes, the new Bay Bridge span, historical

records, construction contracts, press releases, Los Angeles and San Diego freeways, and mountain highways.

The site also connects the public to Caltrans via e-mail. Last month, the state agency responded to 200 e-mails, Drago said.

Local government watchdogs may want to follow the money at Solano Transportation Authority's Web site. Though not as elaborate as Caltrans' site, STA offers information on its board members and staff, a list of its "priority projects" and the latest meeting agenda.

See **Transportation**, Back Page

Transportation From Page One

Marty Tuttle, authority executive director, views the Web as a tool for the future. Right now, he credits it with boosting his staff's Internet literacy.

Like many sites that deal with the same subject matter, Caltrans and STA offer "links," colored lines of text that take you to other sites when you click on them. And links are incestuous.

Either site will take you to a plethora of regional transit companies and their schedules, including Fairfield-Suisun Transit, as well as commuter services, such as TravInfo, a Bay Area-wide clearing house on transit information.

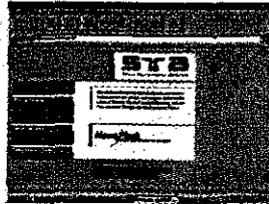
Others include the Vallejo Baylink ferries to San Francisco, Amtrak's Capitol Corridors rail service between San Jose and Sacramento (with a stop in Suisun City) and Greyhound buses.

Also, many sites offer links to television and radio traffic reports, such as KRON, KPIX and KTVU (the latter with Caltrans camera photographs of Bay Area freeways).

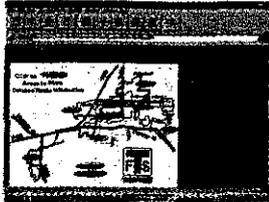
Don't want to brave the highway driving solo? Use the Web to join a carpool or vanpool. At RIDES for Bay Area Commuters' site, users can fill out questionnaires online so RIDES can find the perfect match, based on destination and work hours.

Last month, the site drew a larger number of hits than usual as many Web surfers signed up online for Bike to Work Day, said Carolyn Helmke, spokeswoman.

Some helpful transportation-related Web sites



▲ Solano Transportation Authority: www.sta.dst.ca.us
Solano Commuter Information: www.sta.dst.ca.us/sci.htm



▲ Fairfield-Suisun Transit:
www.e-v.com/fairfield/government/public_works/traffic/routemap.htm
Vacaville City Coach: www.transitinfo.org/Vacaville/
Vallejo Transit: www.vallejo-transit.com/
Vallejo Baylink: www.baylinkerry.com
Caltrans: www.dot.ca.gov

Caltrans District 4 (includes Solano County): www.dot.ca.gov/dist4/
RIDES for Bay Area Commuters: www.rides.com
Metropolitan Transportation District: www.mtc.dst.ca.us



▲ Yahoo! Map Page (Directions): www.proximus.com/yahoo
TravInfo: www.travinfo.org
BART: www.bart.gov/
Amtrak: www.amtrak.com
KPIX: www.kpix.com/navbar/local.html
KRON: www.sfgate.com/traffic/
KTVU: www.bayinsider.com/ktvu/traffic/caltrans1.html
Greyhound: www.greyhound.com
ABAG: www.abag.ca.gov
Harmer E. Davis, Transportation Library, Institute of Transportation Studies, UC Berkeley:
www.lib.berkeley.edu/ITSL/

Kim Durbin/DAILY REPUBLIC

RIDES' site is popular with the Silicon Valley crowd, where the reigning philosophy is "if it's not on the Web, I don't care," Helmke said.

Several Web sites offer directions from one destination to another (one called "How Far Is It?" calculates latitude and longitude). The best by far is "Yahoo's Map Page."

Type in your home address and, voila, the screen displays a color map with an x-marks-the-spot to show location. Type in a destination, and the view the best route from point A to point B, the mileage, driving time and written directions.

For instance, the 46.8 mile trip from my Corte Madera home to Fairfield should take about 58.9 minutes, according to Yahoo. That's just about right. And considering there are three variations on the route, it picked the most efficient way to go — avoiding toll bridges in Richmond and Vallejo.

However, the site offers the following disclaimer: "Like any driving directions/map, you should always do a reality check and make sure the roads still exist."

July 8, 1998
Agenda Item 4.1



DATE: July 1, 1998
TO: STA Board
FROM: Don Erickson
RE: Special Resolutions Recognizing Gene Berthelsen and Mike Hutchison of Caltrans for Highway 37 Project

The Record of Decision, signifying the federal government's approval of the project, was signed by the Federal Highway Administration on June 25. This represents a major milestone for Solano's longstanding priority project, and a credit to the resolve of Mr. Berthelsen of Caltrans Headquarters and Mr. Hutchison of the Caltrans District 10 (Stockton) staff.

Now that the project has secured environmental clearance, the Highway 37 Project has been officially turned over to District 4 for delivery.

The STA appreciates the leadership of Mr. Berthelsen and the work of Mr. Hutchison to advance this project.

Also, Gloria Exline, Mayor of Vallejo, recently recognized this achievement (see attached letter).

Special plaques have been prepared and Gene Berthelsen and Mike Hutchison have been invited to attend this meeting.

Attachment



CITY OF VALLEJO
OFFICE OF THE MAYOR



555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

June 25, 1998

Gene Berthelsen, Project Manager
Route 37 Freeway Project
State of California
Department of Transportation
P. O. Box 942873
Sacramento, CA 94273-0001

SUBJECT: Highway 37 Project

Dear Mr. Berthelsen:

Vallejo's Interim Public Works Director, Gary Leach, has informed me that you have completed the EIS process for the Route 37 Freeway Improvement Project by recently obtaining the Record of Decision. I would like to take this opportunity to express the City of Vallejo's sincere appreciation for your perseverance over the past several years in processing this extremely difficult EIS. As a result of your efforts in finalizing this EIS, the CTC supported the timely completion of this 50 year old project by appropriating \$54 Million to construct the new Route 37/29 Interchange in the 1998 STIP. Had you not been successful in completing the EIS at this time, this funding would most likely not have been forthcoming.

As you are aware, this freeway project is vital to the success of the City's reuse of the Mare Island Naval Base. The City of Vallejo looks forward to working with District 04 staff to complete the Right-of-Way and construction phases of this very important project.

Congratulations on your success.

Sincerely,

GLORIA EXLINE

Mayor

GAL/scd

cc: City Council Members
Penny Barclay, City Manager
Harry Yahata, Caltrans District Director
Martin Tuttle, STA
Gary A. Leach, Interim Public Works Director

H:\ENG\DOC\Berthelsen.wpd

**CONSENT
AGENDA
COVER
PAGE**



**SOLANO TRANSPORTATION
AUTHORITY**

**Minutes of Meeting of
June 10, 1998**

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

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

MEMBERS	Don Erickson	City of Dixon
PRESENT:	Steve Gizzi	City of Benicia
	Steve Lessler	City of Fairfield
	Marci Coglianesi	City of Rio Vista
	Barbara Kondylis	County of Solano
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo

MEMBERS
ABSENT: None

ALSO	Alan Nadritch	City of Benicia
PRESENT:	Dianne Steinhauser	Caltrans
	Morrie Barr	City of Fairfield
	Bernice Kaylin	League of Women Voters
	John Gray	Solano County
	Mike Pechner	Vision 2020
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Matt Todd	STA
	Paul Hom	City of Vacaville

6.0 Consent Agenda

The consent agenda was unanimously approved on a motion by Member Spering with a second by Member Gizzi. The following items were approved as part of the consent agenda:

- 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**

7.1 Regional TFCA Application for Electric Recharging Facilities and Electric Vehicles

After discussion, the STA Board unanimously approved the proposed Transportation Fund for Clean Air (TFCA) grant application on a motion by Member Kondylis with a second by Member Slade.

8.1 Reliever Route Transportation/Land Use Plan - Phase 1 - Request for Proposals

After discussion, the STA Board unanimously approved a slightly revised Request for Proposals on a motion by Member Spering with a second by Member Lessler.

8.2 Solano Travel Safety Study - Request for Proposals

After discussion, the STA Board unanimously approved the Request for Proposals on a motion by Member Spering with a second by Member Coglianese.

8.3 North Coast Railroad Authority Legislation (AB 96)

After lengthy discussion the STA Board unanimously voted to table the item to the July meeting to receive additional information on the NCRA and the bill, on a motion by Member Spering with a second by Member Lessler.

8.4 New STA Mission Statement

After discussion, Member Lessler moved to approve the new mission statement:

“Delivering transportation projects to ensure mobility, travel safety, economic vitality, and quality of life in Solano.”

The motion was seconded by Member Spering, and passed, with Members Kondylis and Coglianese voting “no.”

9.1 Federal Funding Update

Martin Tuttle noted the Transportation and Equity Act for the 21st Century (TEA 21) has been signed into law by the President. TEA 21 includes \$14.45 million in funding for the I-80 Reliever Route and \$750,000 for Wilson Avenue. STA staff will now focus on accessing the funding.

2.0 Approval of Agenda

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

3.0 Executive Director's Report

Martin Tuttle updated the following items from the report contained in the agenda package:

- The Capitol Corridor Joint Powers Board approved an agreement to transfer the train service to regional control on May 28. The state has not yet signed the agreement, but no outstanding substantive issues have been identified.
- Member Sperring and Tuttle appeared before the Solano County Grand Jury to respond to a request for information on the I-80 Reliever Route project. The Grand Jury also expressed support for other STA projects.
- The legislatively mandated report from Caltrans, MTC, and CHP on the I-80 High Occupancy Vehicle (HOV) lanes have been delayed. STA staff will provide a report at the July meeting.
- STA staff continues to work with staff from the San Joaquin Regional Transit District to coordinate issues concerning the districts' Lodi to Napa subscription bus service.

4.0 Comments/Update from Staff, Caltrans, and MTC

Matt Todd reported on recently approved STA project funding from the Board of the Yolo-Solano Air Quality Management District.

Dan Christians said that STA staff would meet with representatives from the University of California at Davis to discuss funding for the Dixon to Davis bicycle route.

Member Sperring reported on the public meeting on the Bay Bridge design that MTC held right of way funding for the Carquinez Bridge has been approved, and a combination advisory measure and local option sales tax in Santa Clara County has recently been upheld by the courts.

Dianne Steinhauser of Caltrans outlined a contingency plan for the closure of I-80 in the Red Top Slide area. She also provided a brief summary of State Highway Operation and Protection Program (SHOPP) projects in Solano.

5.0 Public Comment

Bernice Kaylin of the League of Women Voters introduced herself and said she would be attending future STA meetings to research transportation issues for the League.

9.2 State Transportation Improvement Program (STIP) Update

Martin Tuttle said that the STIP approved on June 2 by the California Transportation Commission includes \$180 million in funding for Solano projects. The STA will focus on ensuring that all the programmed projects are delivered. STA staff sent 48 letters of appreciation to staff who supported STA STIP projects and prepared letters of appreciation to Solano's legislative delegation for the chairman's signature.

9.3 November Ballot Advisory Measure

The proposed ballot language was presented for review and comment only. The ballot measure is advisory only, and no tax increase is proposed in the measure. Martin Tuttle noted that the proposed ballot language will be brought back for approval at the July meeting.

9.4 I-680 High Occupancy Vehicle (HOV) Lanes Project

Due to the late hour, this item was tabled until the July meeting.

9.5 Cancellation of August Board Meeting

The STA Executive Committee has confirmed there will be no STA Board meeting in August.

9.6 Board Members Comments

There were none

10.1 Adjourn

Chairman Erickson adjourned the meeting at 8:10 p.m..



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the Meeting of
June 24, 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 1:37 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Julian Carroll	Caltrans, District 4
	Kit Curtiss	Caltrans, District 4
	Hilmer (Ace) Forsen	Caltrans, District 4
	Morrie Barr	City of Fairfield
	Elizabeth Richards	Solano Commuter Information (SCI)
	Paul Wiese	Solano County
	Martin Tuttle	STA
	Dan Christians	STA
	Matt Todd	STA
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	David Murray	MTC
	Yvette Pierre	MTC

Agenda Item 2. Approval of Agenda

The agenda was unanimously approved on a motion by Morrie Barr with a second by Paul Wiese.

Agenda Item 3. Minutes of Meeting of May 27, 1998

Paul Wiese said that, under *Agenda Item No. 7. Solano Travel Safety Study*, it was his understanding that "striping" would also be considered an eligible item for this study. With that revision, the minutes were approved as written on a motion by Paul Wiese with a second by Gian Aggarwal.

Agenda Item 4. Public Comment.

There were no public comments.

Agenda Item 5. Comments from Staff, Caltrans, MTC

Dan Christians said that the \$412,000 of 1998-99 TFCA Program Manager funds were being recommended by BAAQMD as requested by the STA. Martin Tuttle said that Kim Kloeb was no longer working for the STA. Kit Curtiss said that in response to the STA letter dated May 20, 1998 requesting five Project Study Reports, Caltrans District 4 supported the following PSR's for Solano:

- Auxiliary lanes on I-80 from Air Base Parkway to Travis Boulevard
- Update to the PSR for the Cordelia truck scales on I-80
- I-80 from Highway 4 to Highway 37

He said that the *Capitol Corridor Train station PSR* would need the recommendation of the Division of Rail at Caltrans Headquarters, and the *I-80 High Occupancy Vehicle (HOV) lanes from Fairfield to Vacaville* was left off the list since it would not be competitive at this time. Kit said that the three PSR's recommended would be done in 1998-99 subject to a regional consensus. David Murray said that the MOU between MTC and Caltrans would set the final priorities for the region.

Agenda Item 6. Intercity Transit Consortium Update

Matt Todd reported that the Consortium discussed some different options for distributing State Transit Assistance Regional Paratransit Funds in a fair and equitable way, Welfare to Work, and the SolanoLinks marketing program.

Agenda Item 7. Project Management Consultant Contract for I-80 Reliever Route Project

Martin Tuttle said that this contract would retain Grandy and Associates for up to \$12,000 in 1998-99 project development funding for short-term project management services (three months) for the I-80 Reliever Route project. The next Working Group meeting would be on July 2. He recently met with Pete Hathaway of the CTC about the project.

TAC approved the agreement for consultant services based on the recommended scope of services on a motion by Gian Aggarwal with a second by Morrie Barr.

Agenda Item 8. Transportation Improvement Program (TIP) Amendment Request for Solano County

Paul Wiese presented this report. He said that since Solano County has now received enough HBRR to fund most of the Suisun Valley Road bridge project (except for \$70,000 of STP needed for bridge approach work), they would like a TIP Amendment to move \$532,000 of federal STP funds to overlay other projects listed in his letter of June 16, 1998.

The TAC approved the TIP Amendment on a motion by Gian Aggarwal with a second by Morrie Barr.

Agenda Item 9. Contract with Michael Jones and Associates for 1998-99 Bike Implementation Activities

Dan Christians said that this agreement would be funded with \$15,000 of project development funds already approved for bicycle route implementation and \$8,000 recently approved by the Yolo-Solano Air Quality Management District to complete the BikeLinks map project.

The contract with Michael Jones and Associates for 1998-99 Bike Route Implementation activities was approved by the TAC on a motion by Gian Aggarwal and a second by Morrie Barr.

Agenda Item 10. I-80 High Occupancy Vehicle (HOV) Lanes Report

Martin Tuttle reported that MTC's draft report is proposing to eliminate the mid-day hours of the I-80 HOV lanes to make them consistent with the Bay Bridge. Elizabeth Richards said that vanpool riders like the current hours. Ed Huestis asked if there are any provisions in TEA 21 for single occupant riders in electric vehicles to use HOV lanes. Martin Tuttle said it would be researched.

The TAC supported the MTC recommendation on a motion by Ed Huestis and a second by Paul Wiese.

Agenda Item 11. Draft Regional Transportation for Clean Air Application for Electric Recharging Facilities and Electric Vehicles

Dan Christians updated the TAC on the application for funds from the Regional TFCA program and requested additional input on locations for recharging facilities and the number of vehicles being requested. Ed Huestis offered to help with the application.

Agenda Item 12. Travel Safety Study

Matt Todd reported that the scope had changed slightly and that there was a very tight schedule. He requested that a subcommittee be established. Martin Tuttle said that a memo updating everyone on the process will be sent out.

Paul Wiese, Gian Aggarwal, Morrie Barr or Farhad Iranitalab, Dan Schiada, and Taner Aksu were appointed to serve on the Travel Safety Subcommittee.

Agenda Item 13. MTC Development of TEA 21 Funding Distribution Process

David Murray provided an update on the TEA 21 funding process. He described the 75% and 25% programs and the four priorities for funding. He said that the criteria will be established by September. Martin Tuttle said that the MTC Partnership would be discussing the program at their Friday workshop. Gian Aggarwal described the MTC/SACOG situation regarding CMAQ funds for their past projects, such as the transit transfer station and Southside Bikeway. Yvette Pierre said she would look into the matter.

Agenda Item 14. November Ballot Advisory Measure - Update

Martin Tuttle said that John Silva of the Board of Supervisors agreed to support the measure. The Board of Supervisors would receive a report on July 28 or August 4, with a deadline for Board of Supervisors approval on August 7.

Agenda Item 15. Revised Land Use Categories for Countywide Traffic Model Update

Dan Christians advised the TAC on the Countywide Traffic Model update. He would be sending out an additional memo requesting the data needed for this update. An additional workshop for planners would be held at the STA on July 29 at 1:30, if needed to encourage the data be submitted.

Agenda Item 16. Locally Funded Projects to be Included in the FY 1999 TIP

Martin Tuttle requested TAC members to advise staff of any locally funded projects of regional significance that will impact air quality and should be included in the TIP.

Adjourn

The meeting was adjourned at 3:12 p.m. (The July TAC will be canceled. The next TAC will be held August 26, 1998).

July 8, 1998
Agenda Item 6.3



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Initial Allocation Request of 1998 STIP Funds for I-80 Reliever Route Project

The \$13.5 million in State Transportation Improvement Program (STIP) funds approved by the California Transportation Commission (CTC) on June 2, 1998, includes \$1.386 million that is programmed for construction of the Vanden Road realignment project in the current 1998/99 fiscal year. Environmental documents have been completed and final design plans are currently being prepared under the direction of Solano County staff, who plan to begin advertisement of the construction contract in December of this year.

The STIP funds can also be used for initial support activities including the planned preparation of an Environmental Impact Statement/Report, base mapping, preliminary engineering and project management necessary to advance the delivery of segments of the I-80 Reliever Route Project that are funded. The completion of these programmatic activities will assist in advancing the delivery of projects such as the Walters Road widening between Tabor and Bella Vista; the Walters Road Extension; and the Vanden Road widening between the Vanden Road realignment project and the Leisure Town Extension.

Current CTC guidelines require that the STA submit an allocation request to Caltrans in order to access STIP funds. The allocation request is subsequently forwarded by Caltrans to the CTC for their subsequent action. The enclosed resolution authorizes the Executive Director to submit an allocation request so that the STIP funding can be allocated and available for use prior to the planned advertisement of the Vanden Road realignment project in December 1998.

Recommendation

Approve the Resolution authorizing the Executive Director to submit an allocation request to the California Transportation Commission and enter into a subsequent Funding Agreement with Caltrans to receive the initial STIP funding for the I-80 Reliever Route Project.

Attachment

RESOLUTION 98-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT AN ALLOCATION
REQUEST TO THE CTC FOR STIP FUNDS AND SUBSEQUENTLY ENTER INTO AN
AGREEMENT WITH CALTRANS FOR FUNDING OF THE VANDEN ROAD
REALIGNMENT PROJECT CONSTRUCTION AND PROGRAM SUPPORT COSTS
FOR THE I-80 RELIEVER ROUTE**

WHEREAS, the I-80 Reliever Route is a STA Priority Project; and

WHEREAS, construction of the Vanden Road Realignment Project is funded with State Transportation Improvement Program (STIP) funds programmed for the 1998/99 fiscal year; and

WHEREAS, it is desirable to prepare a program environmental document and corridor concept plans for the remaining segments of the I-80 Reliever Route in order to allow for an accelerated delivery of the project segments that are funded; and

WHEREAS, STIP funds are allocated by the California Transportation Commission (CTC) and distributed by Caltrans; and

WHEREAS, an Allocation Request to the CTC is required to receive the STIP funds; and

WHEREAS, a Funding Agreement is required between the STA and Caltrans to receive the STIP funds.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby authorizes the Executive Director to submit an allocation request to the CTC and enter into a subsequent Funding Agreement with Caltrans to receive the initial STIP funding for the I-80 Reliever Route.

Don Erickson, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held 8th day of July, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority

July 8, 1998
Agenda Item 6.4



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Project Management Consultant Contract for I-80 Reliever Route Project

As shown in the attached funding summary, the STA secured \$13.5 million in funding for the I-80 Reliever Route in the State Transportation Improvement Program (STIP), and \$14.45 million in the Transportation and Equity Act for the 21st Century (TEA 21). Another \$4.7 million of Surface Transportation Program (STP) funding was previously programmed for the project. An additional \$18.4 million in local funding has also been committed to date.

With two-thirds of the total Reliever Route project cost of \$74 million funded, the STA focus on the project will shift toward project delivery. Accessing the programmed STIP and TEA 21 funding for project delivery will be especially problematic as guidelines have not yet been developed for the use and reimbursement of the funding. Accessing STIP funding for the pending construction of the Vanden Road realignment to meet the summer of 1999 construction schedules will be especially challenging.

The STA recommended to the Reliever Route Working Group that consultant services be retained to augment STA staff to manage the project. Bob Grandy of Grandy and Associates is recommended to perform this work because he was a key consultant on the I-80 Reliever Route Implementation Plan. The attached scope of work was developed by STA staff in consultation with the working group.

One of the key tasks under the initial agreement is accessing project funds for future project management services. The initial agreement would be funded with up to \$12,000 in project development funds from the miscellaneous line item in the project development budget for 1998-99 (current balance - \$37,500). The initial agreement would cover a period of three months. Other non-local funding for project management services is expected to be secured to extend the agreement.

Recommendation

Approve up to \$12,000 in 1998-99 project development funding for short-term project management services for the I-80 Reliever Route project (three months) and approve the contract for consultant services with Grandy and Associates based on the attached scope of work.

EXHIBIT A

SCOPE OF SERVICES I-80 RELIEVER ROUTE PROJECT MANAGEMENT SERVICES GRANDY AND ASSOCIATES

OBJECTIVE: The consultant will assist in the timely delivery of funded project segments, coordinate consistent design standards among the Reliever Route jurisdictions, and optimize the use of available local, state, and federal project funding.

TASK 1 - EXPEDITE THE DELIVERY OF PROGRAMMED PROJECTS. Examples of work under this task include:

- Work with Caltrans and other regulatory agencies to assist STA and Reliever Route jurisdiction staff to obtain necessary authorizations from the California Transportation Commission, and any other authorizing agency, to construct the Peabody Road/Cement Hill Road/Vanden Road intersection project by the summer of 1999.
- Assist STA staff with development of a financial plan for funded Reliever Route projects that optimizes the use of local, state, and federal funding, and recognizes the schedule for the availability of the funding. The financial plan must ensure that all segments of the project can meet deadlines for the use of funds.
- Assist STA staff with the development of a Memorandum of Understanding that implements the financial plan and ensures that each phase of construction is integrated into past and future phases.
- Develop a scope of work, cost estimate, and identify funding sources for a project wide Environmental Impact Statement/Environmental Impact Report.
- Coordinate other studies including the transportation/land use concept plan and preliminary engineering studies.

TASK 2 - ASSIST STA STAFF TO ACCESS FUNDING FOR ADMINISTRATION AND MANAGEMENT OF THE RELIEVER ROUTE PROJECT. Under this task, the consultant will research and make recommendations on ways to allow the STA to use already programmed Reliever Route funding, or new funding sources other than local funds, to pay for the administration and management of the Reliever Route project.

TASK 3 - MEETINGS WITH THE RELIEVER ROUTE WORKING GROUP. Under this task, the consultant will attend meetings of the I-80 Reliever Route Working Group, provide input on the agenda and follow up on appropriate issues.

TASK 4 - MONTHLY PROJECT STATUS REPORTS. Under this task, the consultant will provide written monthly project status reports on the Reliever Route project to be included in I-80 Reliever Route Working Group agenda packets.

The length of the initial agreement for services is three months, and the cost of the services will not exceed \$12,000, with a \$4,000 maximum each month. Charges will be based on an hourly rate of \$110 per hour.

I-80 RELIEVER ROUTE FUNDING SUMMARY

- I. Completed with \$2.5 million in Traffic System Management (TSM) funds
 - a. Air Base Parkway at Walters Road intersection improvements/signalization
 - b. Air Base Parkway at Peabody Road intersection improvements/signalization
 - c. Peabody Road at Cliffside Drive intersection improvements/signalization
 - d. Mason Street at Depot Street (partial funding) intersection improvements/signalization

- II. Funded with \$6.3 million in federal (ISTEA) Surface Transportation Program (STP) and \$.4 million in TSM
 - a. Leisure Town Road Extension - \$2.7 million
 - b. Signalize existing intersection of Peabody/Cement Hill - \$1.3 million
 - c. Right of Way for Vanden Road realignment - \$.7 million
 - d. Funding of \$2 million shortfall for Highway 12 expressway project

- III. To be funded from \$13.5 million in STIP funding (tentative allocation*)
 - a. Vanden Road realignment construction - \$1.5 million
 - b. Walters Road Extension from Air Base Parkway to Cement Hill Road - \$5.6 million
 - c. Right of Way for Leisure Town Road Interchange at I-80 - \$6.4 million

- IV. To be funded from \$14.45 million in federal TEA 21 funding (tentative allocation*)
 - a. Walters Road from Tabor Avenue to Bella Vista Drive improvements - \$2.35 million
 - b. Other priorities to be determined

*Specific funding for project segments may be adjusted/or allocated by Reliever Route Working Group with the approval of the STA Board.

July 8, 1998
Agenda Item 6.5



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Transportation Improvement Program (TIP) Amendment Request for Solano County

Solano County was programmed for \$602,000 in federal Surface Transportation Program Guarantee (STP-G) funding to replace the Suisun Valley Road Bridge. The County has since secured the major portion of funding for the bridge replacement from the Highway Bridge Replacement and Rehabilitation (HBRR) program.

Solano County now requests that \$70,000 be retained to fund improvements to the bridge approaches not covered by HBRR funding, and the remaining \$532,000 in STP-G be reprogrammed to the attached list of roadway resurfacing projects for unincorporated area roads. Since this funding cannot be programmed to any other jurisdiction in Solano, STA staff recommends the request be approved.

Recommendation

Approve the proposed amendment to the Transportation Improvement Program (TIP) to retain \$70,000 in STP-G funding for the Suisun Valley Road Bridge replacement and reprogram the remaining \$532,000 in Surface Transportation Program (STP) funding to the attached list of roadway resurfacing projects.

Attachment

**SOLANO COUNTY
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230
Suisun City, California 94585

Telephone (707) 421-6060
Fax (707) 429-2894



John Gray, Director

Lonnie Baldwin
Administration
(707) 421-6064

Paul Wiese
Engineering
(707) 421-6072

Eben Stevens, Operations
(707) 421-6055

June 16, 1998

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

Dear Kim:

SUBJECT: Amendment to 1997 TIP - Overlay of Various County Roads

The 1997 TIP currently has an entry which shows Solano County using \$602,000 of Federal funding (County FAS Guarantee) plus \$78,000 of local match, for a total of \$680,000, for the Suisun Valley Road bridge widening project.

Since this entry was created, we have been successful in obtaining HBRR funding for the bridge portion of that project. We only need enough STP funding to pay for the bridge approach work. Therefore, we would like to reduce the amount of Federal funding for this project to \$70,000, and add a new entry to the TIP in the Federal funding amount of \$532,000 entitled "Overlay - Various County Roads". In particular, we wish to overlay portions of the following roads: Birds Landing Road, Central Way, Hay Road, Lopes Road, Porter Road, and Tremont Road. The summary is as follows:

	Existing	Proposed
Suisun Valley Road Bridge		
Federal funding	\$602,000	\$70,000
Local match	<u>\$78,000</u>	<u>\$10,000</u>
Total funding	\$680,000	\$80,000
Overlays - Various County Roads		
Federal funding	\$0	\$532,000
Local match	<u>\$0</u>	<u>\$69,000</u>
Total funding	\$0	\$601,000
Grand Total		
Federal funding	\$602,000	\$602,000
Local match	<u>\$78,000</u>	<u>\$79,000</u>
Total funding	\$680,000	\$681,000

Would you please place this proposed TIP amendment on the next TAC agenda, then (assuming TAC approval) place it on the agenda of the STA Board?

Thank you for your help.

Sincerely,

A handwritten signature in black ink that reads "Paul Wiese". The signature is written in a cursive style with a large initial "P" and a long horizontal stroke at the end.

Paul Wiese
Engineering Manager

98101.wpd

July 8, 1998
Agenda Item 6.6



DATE: July 1, 1998
TO: STA Board
FROM: Dan Christians
RE: Contract with Michael Jones and Associates for 1998-99 Bike Implementation Activities

Bike Route Implementation is again a priority project for 1998-99. Major tasks include updating the Countywide Bicycle Plan, completing the BikeLinks map and applying for any additional funding opportunities. Also, the alignment for the Dixon-Davis Bike route will need further refinement once the Old Davis Road project is completed, probably during 1999.

Michael Jones and Associates prepared the 1997 update to our Countywide Bicycle Plan and assisted the STA in successfully obtaining a \$392,000 TFCA grant for the Solano Bikeway; \$70,000 from the Yolo-Solano Air Quality Management District for Old Davis Road; and \$8,000 for our new BikeLinks map covering Yolo and Solano counties. He also prepared the application for a Bicycle Lane Account grant from Caltrans for Old Davis Road and the STA just learned that we will receive \$144,000 from that very competitive program.

During the past year, the Bicycle Advisory Committee discussed a number of issues regarding the south county portion of our Countywide Plan. Topics discussed included the best locations for bike routes to cross I-80 through Vallejo and bicycle access issues to the new Benicia-Martinez bridge span and Carquinez Replacement bridge.

In order to address the south county bicycle map issues, complete the BikeLinks map, determine an alternate route for the Dixon-Davis Bike Route that does not require use of Union Pacific right-of-way (if needed), and prepare some additional grant applications, it is proposed we retain Michael Jones and Associates through 1998-99 for an amount not to exceed \$23,000. The funds would be paid with \$15,000 of project development funds already authorized by the Board and \$8,000 recently approved by the Yolo-Solano Air Quality Management District to complete the design and print the BikeLinks map.

Attached is a scope of work.

Recommendation

Authorize the Executive Director to sign a contract for \$23,000 with Michael Jones and Associates for 1998-99 Bike Route Implementation activities based on the attached scope of work.

Attachment



Michael G. Jones, Principal
56 Manor Road
Fairfax, CA 94930
(415) 258-0468
(415) 258-0724 fax
mgjones@pacbell.net

May 20, 1998

Dan Christians
Solano Transportation Authority
333 Sunset Avenue, Ste.200
Suisun City, CA 94585

Re: 1998-1999 Bicycle Implementation Activities

Dear Mr. Christians:

Alta Consulting Group is pleased to submit this proposed scope of work to continue bicycle implementation activities in Solano County for the 1998-1999 fiscal year. The following tasks outline the steps we have discussed that will help implement the regional bikeway system in the County.

Task 1: South Portion of the Countywide Bicycle Plan Update

The South County area, consisting of Vallejo and Benicia, has several major gaps and obstacles that require special attention in order to determine the most functional and feasible routing for future bikeways. The South County plan would also give local City staff and the public an opportunity to work together and develop competitive projects for future funding. The Plan will make recommendations to the STA to update the South County portion of the Countywide Plan, and will be a stand along document meeting all of the requirements of the California Bikeways Act. It will include recommendations to the cities of Vallejo and Benicia (if needed) to assist them in updating their bicycle master plans.

1.1 Plan Components

One of the first steps of the Plan will be to form a Bicycle Advisory Sub-Committee (BAC) composed of 2-3 committee members, City staff from Vallejo and Benicia, and representatives from Solano Transportation Authority, County Public Works Department, Caltrans, the Greater

Vallejo Recreation Department, the Bay and Ridge Trail groups, and members of the public. The group will meet on a monthly basis over the 6-month study to develop the plan.

The Plan will consist of the following elements that are consistent with the latest State and Federal recommendations.

- A. Introduction/Background
- B. Goals and Objectives
- C. Existing Conditions
- D. Needs Analysis
- E. Recommended System and Programs
- F. Implementation Program
- G. Education, Safety, and Promotion

In addition, 9 special project areas will be developed in greater detail as follows:

1.2 Vallejo-I-80 Gap Closure Project

Aside from developing a comprehensive network of bicycle routes, lanes, and paths in Vallejo, the Plan will focus on the best method of closing the gap in bikeways caused by I-80, and especially how to connect the Solano Bikeway with the west and central parts of the City.

1.3 S.R. 37 Bikeways Project

With S.R. 37 programmed for improvements in Vallejo, a special focus area will be on how to provide bicycle access in the SR 37 and SR 29 corridors in North Vallejo.

1.4 Carquinez Straights Bay Trail

The Bay Trail has its primary route along Carquinez Straights in both Benicia and Vallejo, although the exact feasibility, location, cost, and other items have not been resolved. The Bay Trail will be developed into a series of discreet, fundable projects in this special focus area.

1.5 Benicia State Recreation Area Connector

An enhanced connection into the Benicia State Recreation Area over I-780 will be the focus of this section, developing the proposal into a fundable project with local, regional, and State support.

1.6 Benicia/I-680 Bikeway Improvements

The construction of the new Benicia Bridge with a bikeway requires special attention on the best method of accessing the bridge from the community, along with required special support facilities.

1.7 Carquinez Bridge Bikeways Project

The construction of new Carquinez Bridge with bikeways also requires special attention Vallejo to ensure that proper local connections are provided, and that the Bay Trail crossing of I-80 is appropriate and fundable.

1.8 I-680 Frontage Roads

Frontage roads along I-680 north of Benicia provide a critical connection for bicyclists. A potential bikeway project is the extension of a bike path along the east side of I-680 between Goodyear Road and Ramsey Road. The need, feasibility, and cost of this project will be evaluated.

Task 2: Dixon-Davis Bikeway

The Dixon-Davis Project Study Report identified the Class I bikeway along the Union Pacific Railroad between Davis, Dixon, and ultimately Vacaville. Despite efforts to resolve the access issue with the railroad, no short term resolution of the issue appears eminent. An alternate route utilizing Vaughn Road, Pedrick Road, Sparling Lane, and a new pathway within the I-80 right-of-way for a short distance to the South Fork Putah Creek levee terminating at Old Davis Road appears to be a more practical solution. The Project Report will be revised and the feasibility, cost, and other items addressed for the new alternate route.

Task 3: Funding Applications

Alta will prepare up to 3 additional funding applications in the 1998-1999 fiscal year including TEA, Air Quality, and Bay Trail applications. Direction on the applications will come directly from the STA and the BAC.

Task 4: BAC Meetings

Alta will attend up to 4 BAC meetings to present progress on various items plus assist the BAC on any related efforts.

Task 5: BikeLinks Map

Prepare additional maps for the mid and southern portions of Solano County, using the same graphic style and format as previous maps.

Task 6: Produce BikeLinks Maps

Complete required design work on BikeLinks maps and produce color copies for public use.

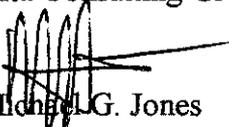
Cost

The total cost to provide all of the services listed above is \$23,000, to be billed on a monthly basis. The cost breakdown by task is listed below.

Task 1:	South County Bikeway Plan	\$6,750
Task 2:	Revised Dixon-Davis PSR	\$2,800
Task 3:	Funding Applications	\$2,250
Task 4:	BAC meetings	\$1,200
Task 5:	Additional BikeLinks Maps	\$2,000
Task 6:	Complete and Print BikeLinks Maps	\$8,000
	(To be paid for with YSAQMD grant)	

We look forward to working with you, the BAC, and others on these challenging assignments.

Sincerely,
Alta Consulting Group



Michael G. Jones
Principal



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: I-80 High Occupancy Vehicle (HOV) Lane Report

Senate Concurrent Resolution 78 (Rainey) requires that the Metropolitan Transportation Commission (MTC), Caltrans, and the California Highway Patrol jointly prepare a report to the Legislature on the operation of the I-80 HOV lanes. The report is scheduled to be presented to the MTC Work Program Committee on July 10, and to the full Commission on July 22. There are three outstanding issues concerning the I-80 HOV lanes; the number of persons required for use, the hours of operation, and the connection to the Bay Bridge.

I-80 is heavily used by Solano commuters to points south in the Bay Area. Express buses from Vallejo, Fairfield/Suisun, and Vacaville serving the Richmond BART line may use the I-80 HOV lanes, as well as formal and informal carpools and vanpools from Solano. More than 160 one-way express bus trips operate from Solano County to the Richmond BART line via I-80 each day during the current HOV hours of operation, with forty of those in the off peak hours between 10:00 a.m. and 3:00 p.m. Solano County also has the highest rate of carpool and vanpool use in the Bay Area. The 1996 Commuter Profile showed that more than 23% of Solano commuters used carpools and vanpools. Solano Commuter Information (SCI) records show that 35 vanpools use I-80 during the off peak hours from 10:00 a.m. to 3:00 p.m.

As a result of a Project Assurance negotiated with local agencies prior to the construction of the I-80 HOV lanes, the lanes are restricted to buses and carpools from 5:00 a.m. to 7:00 p.m. for a 18-month test period. Other HOV lanes in the Bay Area are only restricted to buses and carpools from 5-10 a.m. and 3-7 p.m. The difference in operating hours between the I-80 HOV lanes and the Bay Bridge HOV lanes could cause driver confusion, and the confusion could cause enforcement problems. A vehicle must contain three or more persons to legally use the I-80 HOV lanes during hours of HOV operation. Other HOV lanes in the Bay Area only require two persons per vehicle for HOV use.

The attached Draft Executive Summary supports making the hours of operation for the I-80 HOV lanes consistent with the hours of operation of the HOV lanes on the Bay Bridge and Carquinez Bridge (5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.). This would eliminate HOV only hours from 10:00 a.m. to 3:00 p.m. This recommendation is based on the fact that there is no significant congestion during the midday time period, and the change would also eliminate driver confusion at the major bridges. No other changes to the current operation are recommended. The TAC supported the MTC recommendation at their June 24 meeting.

Recommendation

Support the MTC recommendation.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 • Fax 438-0656

Members: July 8, 1998

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Mr. Larry Dahms
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Re: Draft I-80 High Occupancy Vehicle (HOV) Lane Evaluation Report

Martin Tuttle
Executive Director

Dear Mr. Dahms:

On July 8, 1998, the STA supported MTC's Draft I-80 High Occupancy Vehicle (HOV) Lane Evaluation Report that recommends making the hours of operation for the I-80 HOV lanes consistent with the hours of operation of the HOV lanes on the Bay Bridge and Carquinez Bridge (5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.).

This is based on the fact that there is no significant congestion during the midday time period, and the change would also eliminate driver confusion at the major bridges.

We appreciate your efforts in resolving this matter. If you have any questions, please call Martin Tuttle at (707) 422-6491.

Sincerely,

Don Erickson, Chairman
Solano Transportation Authority

DRAFT
I-80 HIGH OCCUPANCY VEHICLE (HOV) LANE
EVALUATION REPORT

Pursuant to Senate Concurrent Resolution No. 78

Prepared by the

Metropolitan Transportation Commission
California Department of Transportation
California Highway Patrol

May 26, 1998

Executive Summary

The I-80 High Occupancy Vehicle (HOV) Lane Evaluation Report has been developed in response to Senate Concurrent Resolution (SCR) No. 78. SCR 78 requests that the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) and the California Highway Patrol (CHP) jointly conduct a study of the 18-month demonstration project currently underway that stipulates I-80 HOV lane hours be operated from 5:00 a.m. to 7:00 p.m. in both directions; the study is to be completed no later than July 1, 1998.

The following conclusions and recommendations are based on the I-80 demonstration project evaluation results of the standards set forth in the SCR 78 legislation:

CONCLUSIONS

How well are the HOV lanes being used during the commute and noncommute hours?

Caltrans monitoring results indicate that the HOV lane is well used during the peak hours in the commute direction (a.m. westbound; p.m. eastbound). HOV vehicular and passenger volumes in the westbound a.m. commute are particularly strong. Eastbound p.m. peak period HOV lane usage is not as favorable. There remains, however, a significant gap in the eastbound HOV lane between the I-80/580 Distribution structure and Central Avenue; once this section opens in late-1998, eastbound afternoon HOV lane use is expected to increase to more respectable levels.

Monitoring efforts indicate low HOV lane use in the mid-day in both directions, the a.m. eastbound peak period and p.m. westbound peak period. Peak HOV volumes during these time periods are less than 200 per hour.

Have HOV lanes significantly encouraged carpooling during both the commute and noncommute hours?

The average first quarter observed daily HOV volumes during the peak period/commute direction have increased between 10% and 30% compared to observed HOV volumes before the HOV lane was fully opened. It is difficult to say, however, if there has been a significant overall increase in carpooling during the commute periods without conducting an extensive survey over a longer period of time. It is possible that the higher number of observed HOVs in the I-80 HOV lanes have diverted from other parallel alternatives, or have adjusted their commute times to take advantage of the I-80 carpool lane hours.

There is some information from some of the transit and ridesharing agencies that would suggest increased commute period carpooling in the corridor since the I-80 HOV lane opened. According to RIDES, regional requests for carpool matchlists between March and April 1998 have increased about 55% compared to the same time last year; carpool matchlist requests in the I-80 corridor, however, have increased over 75%. Vallejo and AC Transit have indicated that the

HOV lanes have made commute trip travel times much more reliable. It is too early to tell if HOV lanes have increased corridor commute period transit ridership. In the longer-term, faster and more reliable transit service should encourage more transit use.

The I-80 HOV lanes do not appear to be encouraging carpooling during the noncommute hours during the first quarter of operation. Observed mid-day HOV volumes are about the same as they were before the HOV lanes opened.

Could the hours of operation and occupancy requirement differences between the I-80 demonstration project and other Bay Area HOV lanes create motorist confusion and undermine the public's acceptance of HOV lanes?

The inconsistent hours between I-80 HOV lane hours and the toll-free HOV hours at the Carquinez and Bay Bridges may be creating some confusion within the I-80 corridor based on user correspondence. Further, the low mid-day HOV lane use has generated a number of complaints and could undermine the overall credibility of the facility and the concept of HOV lanes in general.

It is doubtful, however, that the current I-80 HOV hours and occupancy requirements create much motorist confusion outside the corridor, given its travel characteristics. Past studies indicate that most I-80 commuters end and complete their trips in the corridor, with major destinations in Oakland and San Francisco. There are very few I-80 commuters that use other Bay Area HOV lanes. Commuters using Contra Costa I-580 do experience different HOV lane hours and occupancy requirements, but I-580 HOV volumes are quite low and MTC's 1997 HOV Master Plan Update recommends that the HOV lanes be de-designated.

Is it appropriate to enact longer HOV lane hours without established criteria or extensive research

HOV lane designation, hours and occupancy requirements are usually enacted after extensive research. Pursuant to California Vehicle Code Sec. 21655.5, Caltrans and other sponsoring agencies routinely conduct detailed traffic engineering and safety analyses before designating HOV lanes on highways within their respective jurisdictions. In addition, Vehicle Code Section 21655.6 requires the regional transportation planning agency (MTC in the Bay Area) approve HOV designations on state highways.

The I-80 demonstration hours are unique in that they represent a compromise between advocates for a 24-hour, 7 days a week HOV lane facility and Caltrans' analyses that indicated that a traditional "commute periods only" was more justifiable. As pointed out in SCR 78, the I-80 project would have been subject to extensive litigation without the I-80 Project Assurances and the agreement to conduct an extended HOV hours of operation demonstration.

What are the CHP's enforcement and safety concerns with the extended HOV lane hours?

The CHP has indicated that the mid-day HOV lane hours do present some enforcement and safety concerns. Enforcing the extended HOV lane hours has had an impact on CHP resources. CHP estimates that they have already expended approximately 13% (or approximately \$34,400) of the Golden Gate Division's total annual HOV enforcement budget for HOV lane enforcement

operations along the I-80/East Bay corridor from January - April, 1998. CHP has also expressed concerns over manpower limitations during the mid-day hours, when the focus of Area Commands is on regular patrol and other service obligations.

CHP also has concerns about traffic safety during mid-day HOV lane operation. Officers have indicated that the empty HOV lane tempt motorists to use it as a passing lane. These motorists, who are likely aware they are already in violation of the lane restrictions, have been observed by the CHP traveling at excessive speeds to pass other traffic before there is any potential for being stopped and cited. The CHP speculates that, were the HOV lane to become a general purpose lane during the mid-day, the normal speed of other traffic within the lane could reduce any incentive or opportunity for excessive speed.

Finally, the CHP believes that mid-day operation of the I-80 HOV lanes places officers in the position of having to enforce a law when the need for the law is not readily apparent to many motorists. During the mid-day when all lanes along the I-80 corridor are essentially free flow and the time savings incentives have diminished, CHP believes that enforcement of the law becomes less understandable and palatable to motorists.

Do the HOV lane provide travel-time savings and congestion reduction for both commute and noncommute hours?

The HOV lanes do provide significant travel time savings during the westbound morning and evening commute hours and during the evening eastbound commute hours. There are no significant HOV travel time savings during the eastbound morning commute hours. Westbound HOV lanes during the a.m. peak hour can save more than 25 minutes between Route 4 and the Bay Bridge metering lights; during the westbound p.m. peak hour, the HOV lane can save almost 15 minutes between Central Avenue and the Bay Bridge metering lights. The HOV lanes save about 5 minutes in the eastbound p.m. peak hour between Powell Street and Route 4; HOV lane travel time savings is expected to increase during the eastbound p.m. peak once the final HOV eastbound lane segment is completed later this year.

During noncommute hours there are no significant mixed flow lane delays and therefore no HOV travel time savings.

RECOMMENDATIONS

Listed below are recommendations regarding the I-80 HOV lane operation based on the information collected and the standards established in SCR 78:

1. The I-80 HOV lane hours should conform to the HOV toll free hours at the Carquinez and Bay Bridges - 5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. in both directions. These are the hours of peak corridor congestion and provide corridor consistency for the users.
2. Maintain the 3+ occupancy requirement, also for consistency with the Carquinez and Bay Bridge toll free occupancy requirements.
3. Continue active CHP HOV lane enforcement.

The I-80 congestion pricing or High Occupancy Toll (HOT) lane concept proposed by the Environmental Defense Fund (EDF) and others is not warranted at this time for the following reasons:

1. The HOV lanes are, or are expected to be, well used during the peak periods/peak directions and therefore have no substantial excess capacity to "sell".
2. There also are no significant traffic delays during off-peak hours and would therefore be little demand to "buy in" to a toll lane.



DATE: July 1, 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 and June STA Board meetings for an update on the pending legislation.

The language previously discussed in AB 96 (Storm-Martin) allowing Napa and Solano Counties to join the North Coast Railroad Authority (NCRA) has been completely "gutted" and replaced with amendments concerning STIP funding eligibility for the NCRA. The bill no longer directly impacts Solano. As requested, attached is background information on the NCRA, a copy of the new provisions of AB 96 and an analysis of the bill.

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. Both Marin and Sonoma counties are seeking voter-approved sales tax measures on this November's ballot to fund the effort.

AB 96 would allow freight railroads owned by a public agency to compete for funding in the State Transportation Improvement Program (STIP). The bill was approved by the Senate Transportation Committee on June 30.

Recommendation

Direct staff to monitor AB 96 and advise the Board of potential collaborative efforts to provide passenger service between Solano and coastal counties in the future.

Attachments

AMENDED IN SENATE JUNE 15, 1998
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. An act to amend Section 14526 of the Government Code, to amend Section 99315 of the Public Utilities Code, and to amend Section 164 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

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

Existing law prescribes a process for estimating the amount of state and federal funds to be available for transportation projects in the state, and for appropriating and allocating the available funds to those projects. For this purpose, existing law specifies that projects include, among others, state highway, intercity passenger rail, mass transit guideway, or grade separation projects.

This bill would add state or local governmentally owned freight rail projects to these provisions, as specified.

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 these 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 authorize the Counties of Napa and Solano to join the authority, in addition to the counties specified above.

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

Vote: majority. Appropriation: no. Fiscal committee: no yes. 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 SECTION 1. Section 14526 of the Government Code

3 is amended to read:
4 14526. (a) Not later than March 1, 1998, and
5 December 15 of each odd-numbered year thereafter, and
6 after consulting with the transportation planning
7 agencies, county transportation commissions, and
8 transportation authorities, the department shall submit to
9 the commission its interregional improvement program
10 consisting of all of the following:

11 (1) Projects to improve state highways, pursuant to
12 subdivision (b) of Section 164 of the Streets and Highways
13 Code.

14 (2) Projects to improve the intercity passenger rail
15 system and the state or local governmentally owned
16 freight rail system.

1 (3) Projects to improve interregional movement of
2 people, vehicles, and goods.

3 (b) Projects may not be included in the interregional
4 improvement program without a project study report or
5 major investment study.

6 (c) Major projects shall include current costs updated
7 as of November 1 of the year of submittal and escalated
8 to the appropriate year, and shall be consistent with, and
9 provide the information required in, subdivision (b) of
10 Section 14529.

11 (d) Projects included in the interregional
12 improvement program shall be consistent with the
13 adopted regional transportation plan.

14 SEC. 2. Section 99315 of the Public Utilities Code is
15 amended to read:

16 99315. Funds made available pursuant to subdivision
17 (a) of Section 99312, shall be available for all of the
18 following purposes:

19 (a) Bus and passenger rail services pursuant to
20 Sections 14035, 14035.5, and 14038, and 93020 of the
21 Government Code.

22 (b) Funding of public transit capital improvement
23 projects in the state transportation improvement
24 program, pursuant to Section 14529 of the Government
25 Code.

26 (c) To the department for its planning activities not
27 payable from the State Highway Account in the State
28 Transportation Fund, its mass transportation
29 responsibilities, and its assistance in regional
30 transportation planning.

31 (d) To the director for allocation to the Institute of
32 Transportation Studies of the University of California for
33 training and research in public transportation systems
34 engineering and management and coordination with
35 other transportation modes.

36 (e) To the commission for its activities not payable
37 from the State Highway Account.

38 (f) To the Public Utilities Commission for its passenger
39 rail safety responsibilities specified in statute on
40 commuter rail, intercity rail, and urban rail transit lines.

1 (g) Planning of local governmentally owned freight
 2 rail services pursuant to Section 93020 of the Government
 3 Code.
 4 SEC. 3. Section 164 of the Streets and Highways Code
 5 is amended to read:
 6 164. (a) Funds made available for transportation
 7 capital improvement projects under subdivision (e) of
 8 Section 163 shall be programmed and expended for the
 9 following program categories:
 10 (1) Twenty-five percent for interregional
 11 improvements.
 12 (2) Seventy-five percent for regional improvements.
 13 (b) Sixty percent of the funds available for
 14 interregional improvements under paragraph (1) of
 15 subdivision (a) shall be programmed and expended for
 16 improvements to state highways that are specified in
 17 Sections 164.10 to 164.20, inclusive, and that are outside
 18 the boundaries of an urbanized area with a population of
 19 more than 50,000, and for intercity rail improvements.
 20 (c) Not less than 15 percent of the amount of funds
 21 programmed under subdivision (b) shall be programmed
 22 for intercity rail improvement projects, including
 23 separation of grade projects.
 24 (d) Funds made available under paragraph (1) of
 25 subdivision (a) shall be used for transportation
 26 improvement projects that are needed to facilitate
 27 interregional movement of people and goods. The
 28 projects may include state highway, intercity passenger
 29 rail, *state or local governmentally owned freight rail*, mass
 30 transit guideway, or grade separation projects.
 31 (e) Funds made available under paragraph (2) of
 32 subdivision (a) shall be used for transportation
 33 improvement projects that are needed to improve
 34 transportation within the region. The projects may
 35 include, but shall not be limited to, improving state
 36 highways, local roads, public transit, intercity rail, *state or*
 37 *local governmentally owned freight rail*, pedestrian, and
 38 bicycle facilities, and grade separation, transportation
 39 system management, transportation demand

1 management, soundwall projects, intermodal facilities,
 2 and safety.
 3 is amended to read:
 4 93010. (a) The authority is hereby created, having a
 5 service area comprised of the Counties of Humboldt,
 6 Mendocino, Sonoma, and Trinity, to provide rail
 7 passenger and freight service within those 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.

SENATE TRANSPORTATION COMMITTEE
SENATOR QUENTIN L. KOPP, CHAIRMAN

BILL NO: AB 96
AUTHOR: STROM-MARTIN
AMENDED: 6/15/98
FISCAL: YES

Analysis by: Mehdi Morshed

SUBJECT:

Freight railroad funding.

DESCRIPTION:

This measure would add freight railroads owned by a public agency to the list of eligible categories for inclusion in the State Transportation Improvement Program (STIP).

COMMENTS:

1. Under existing law, state and federal transportation funds that are available for transportation improvements for a four-year period are planned and programmed in the STIP every two years. Seventy-five percent (75%) of the money is made available to the regions for projects selected by the region. The remaining 25% is programmed by the Department of Transportation for interregional improvements, including highways and intercity passenger rail.

This measure would add freight railroads owned by public agencies to the list of eligible purposes.

2. Freight railroads are generally privately owned and operated. The North Coast Rail Authority owns and operates a rail system serving between San Rafael and Eureka. The authority is seeking additional state funds and has sponsored this measure to initiate an effort for state funding allocation. Even though the North Coast Railroad is relatively small and its funding needs may not be significant compared to other projects, the Committee should consider the broader implications of the new policy of funding freight railroads and the potential for other freight railroads requesting public funds.
3. The latest amendments to this bill is a rewrite. Therefore, the Assembly's actions and positions on this bill prior to the June 15 amendments are no longer relevant.

**POSITIONS: (Communicated to the Committee before noon on Wednesday,
6/24/98)**

SUPPORT: City of Willits
County Humboldt
Rail-Ways, Inc.
North Coast Railroad Authority

OPPOSED: None received.

OVERVIEW OF THE NORTHWESTERN PACIFIC RAILROAD

Introduction

This report sets forth historical background and current information about the rail infrastructure that serves Northwest California. Over time this infrastructure has been converted from private to public ownership in order to preserve it for public transportation purposes, both freight and passenger. Currently the public agency operating the bulk of the system is experiencing extreme financial hardship. Indeed, the North Coast Railroad Authority (NCRA) is in danger of near-term financial collapse. The failure of the NCRA and with it the line that it operates, would have severe impacts in Northwest California -- affecting, among other things, the regional economy, the environment and highway safety.

History and Geography of the Line

The NWP, as a link between the North Coast and the Bay Area, dates from 1914 when construction through the rugged Eel River Canyon was completed. The original main line extended for approximately 300 miles between the Arcata/Eureka area and Tiburon and Sausalito in Marin County. For a time the NWP was jointly owned by the Atchison, Topeka & Santa Fe Railway and SP. In 1929 Santa Fe sold its interest to SP. In later years the main line turned eastward near Novato and continued over to Schellville in Sonoma County where it interconnected with Southern Pacific (SP).

The NWP provided a national rail outlet for timber and agricultural products that previously had to be barged to the Bay Area. To obtain the most favorable grade

possible, the rail route was constructed through river canyons. It traverses both a portion of the Russian River Canyon on the southern end of the line and about 75 miles of the middle fork of the Eel River on the line's northern end.

The northern portion of the line requires heavy maintenance due to the geologically "young" soils it is constructed on. When wet, these soils tend to slip and slide. In spite of its maintenance problems, most of the Eel River Canyon portion of the line has historically operated at speeds of 25 mph with only a few spots never operated at more than 10 mph. From Willits south, much of the line had speed limits of 50-plus mph.

Benefits of the NWP for Northwest California

Apart from the California Western Railroad (CWR) between Fort Bragg and Willits, the NWP provides the only rail service for a vast area of California, including the counties of Del Norte, Humboldt, Mendocino, Trinity, Sonoma and Marin. The CWR interchanges freight carloads with the NWP at Willits. In turn the NWP interchanges shipments at Schellville with another short line, the California Northern Railroad (CFNR), which then connects with Union Pacific's main line at Suisun-Fairfield.

The only other major land transportation artery serving Northwest California is U.S. Highway 101. Although a principal route, Highway 101 remains substandard in numerous spots. Between Cloverdale and Eureka, it still contains many miles of narrow, undivided roadway. Also, just like the NWP, the highway is built on unstable, young soil and is subject to slides and maintenance problems.

For decades the NWP has hauled timber products, and also has served the construction and agricultural industries. It provides the least expensive form of transportation for bulk commodities, including lumber, aggregates, and animal feed. Recently the line has been hauling large amounts of gravel from Eel River sites to the Parnum Paving Company in Ukiah. It also transports manufactured products into the region, including hi-wide shipments too large and heavy to move along the highway. Inbound products include chemicals, machinery, boilers, electrical transformers, animal feed, beer and other consumer products.

Until 1971, the NWP provided passenger service between the Bay Area and North Coast communities. Because of the spectacular scenery along the line, recent operators have offered excursion type passenger service. These scenic trips have proved to be immensely popular with the public and were largely financially successful. Due to track maintenance concerns by Federal Railroad Administration and CPUC track inspectors, however, 1997 has seen curtailment of all but excursion runs around the Humboldt Bay area.

Operating statistics show that 65% of all NWP freight revenue is generated north of Willits and that the line is currently handling about 5,5000 - 6,000 annual carloads of freight. One rail carload is the equivalent of two and a half to three truckloads of product. While some 80% to 90% of the line's revenue has been generated by lumber traffic, shipments of aggregate are rapidly gaining in importance.

Conversion of NWP to Public Ownership

By the early 1980's, SP had opted for abandonment of the NWP between Willits and Eureka. During this same period, the SP system was starting its decline and

was being starved for capital investment. SP formulated (ill-fated) plans to merge with Santa Fe, and had decided that numerous secondary lines, like the NWP, should be retired. In December 1983, the Interstate Commerce Commission (ICC) held hearings on SP's application to abandon the top half of the NWP. The CPUC and numerous other parties vigorously opposed SP's plan. Eventually the ICC, citing the inadequacy of SP's presentation on environmental impacts, denied authority to abandon.

SP then sold the north end to a former SP middle manager, Brian Whipple, who operated the line from November 1984 to December 1986 as the "Eureka Southern Railroad" (ESR). Undercapitalized and saddled with huge monthly loan payments, Whipple filed for bankruptcy in late 1986. The federal Bankruptcy Court determined that loss of the line would wreak great harm on the North Coast and ruled that a trustee should be appointed to continue operating the line. The trustee was Jerry Gregg, a quarrelsome and controversial figure, who managed the line's affairs for five years.

On April 1, 1992 the ESR was purchased out of bankruptcy by the North Coast Railroad Authority (NCRA), a local governmental body that had been created by the State Legislature to assume control if no suitable private buyer stepped forward. See Cal. Gov. Code 93000 et seq. The NCRA renamed the Eureka-Willits line the "North Coast Railroad." Senate Bill 1663 that had created the NCRA in 1990 contained no funding for operating the line.

While the north end of the NWP thus went into public ownership, SP (as the NWP) continued to operate south of Willits until September 1993 when it leased the line to the CFNR. Finally on April 30, 1996, after lengthy negotiations, SP sold the south end to a joint powers public entity, the Northwestern Pacific

Railroad Authority (NWPRRA) - - composed of the Golden Gate Bridge, Highway & Transportation District (GGBD) and the County of Marin - - and to the NCRA. The NWPRRA acquired the line between Lombard in Napa County and Healdsburg, while the NCRA purchased the Healdsburg - Willits segment. The reunited line from Eureka/Arcata to Schellville was then given back its original name, the "Northwestern Pacific Railroad," with the NCRA responsible for operating and maintaining the entire stretch of right-of-way.¹

Public Funding of Rail Infrastructure

Public boards - - including the NCRA, GGBD and NWPRRA - - have spent some \$43.5 million in public funds to acquire 309 miles of NWP right-of-way. This includes about \$11 million to acquire the San Rafael Branch, a discontinued but largely intact portion of the NWP between Ignacio and Larkspur/Corte Madera.

These political entities, while investing in NWP rail infrastructure, have differed in their objectives. The NWPRRA seeks to preserve the former right-of-way in Marin and Sonoma counties for future rapid transit purposes. In fact, Marin and Sonoma counties are contemplating placing sales tax initiatives on their ballots soon in order to ensure funding for the proposed regional rail transit system. While the NWPRRA envisions a transit system extending as far north as Healdsburg, it appears to have scant interest in having freight service preserved above Healdsburg. Also, although the GGBD owns the San Rafael Branch, it has never shown an inclination to open this track to freight service.

¹ Actually, NWPRRA owns the line between Schellville and Lombard. However, the CFNR operates that short stretch of track and continues east to interchange with the Union Pacific at Suisun- Fairfield.

NCRA, on the other hand, believes that preserving rail freight service throughout Northwest California is vital both now and in the future. It also asserts that tourism on the North Coast will be given a great boost if forms of rail passenger excursion service can again be instituted on the line.

When the NCRA acquired the ESR out of bankruptcy for \$5.2 million, it knew it had a "fixer-upper" on its hands. It accomplished the purchase by using funds from Proposition 116, a bill passed by the voters in June 1990 that allotted money for railroad purposes throughout the state. See Public Utilities Code 99600 et seq. Funds for Humboldt and Mendocino counties were \$6 million and \$4 million, respectively.²

After purchasing the Eureka-Willits line, the NCRA used its remaining Proposition 116 funds to upgrade track. Additionally, the NCRA has spent \$6.6 million in State Transportation Capital Improvement (TCI) funds to further rehabilitate the right-of-way between Eureka and Willits. The NCRA had to match these funds dollar for dollar, and was allowed to do so by "donating" its own labor and equipment.

Moreover, as a public agency, the NCRA can be reimbursed for storm damage repair if a storm is severe enough to be designated a state or federal disaster, e.g., a bad storm in the Eel River Canyon. When a state declaration is made, the California Office of Emergency Services (OES) picks up 75% of the tab and the local agency 25%. A federal declaration means that the Federal Emergency Management Agency (FEMA) reimburses 75% and the state OES 25%.

² Proposition 116 also authorized \$17 million to Sonoma County and \$11 million to Marin - - for railroad projects along the Santa Rosa/Larkspur rail corridor.

The NCRA 1997/1998 budget notes that OES "owes" the NCRA \$1,875,000 in reimbursement for storm damage repairs and also that FEMA owes NCRA \$8,875,000. Indeed, the \$10.7 million FEMA/OES figure accounts for one-third of the \$31.4 million gross income stream that the '97-'98 budget forecasts for the NWP. These repair funds largely are owed to contractors who already have performed the work and now await payment. These debts also are accruing interest.

Finally, when the NCRA assumed responsibility in 1996 for the newly acquired right-of-way south of Willits, it found that it had yet another "fixer-upper" to deal with. But with this acquisition, the NCRA also became eligible for federal funding for rehabilitating at least portions of the south end - - namely, about \$9 million under the Intermodal Surface Transportation Efficiency Act.

The Railroad's Current Situation

As have other operators before them, the NCRA/NWP has had to deal with severe winter conditions and damaged track, particularly in the Eel River Canyon. This past winter was harder than usual and the line sustained considerable damage. In fact, the north end of the line was out of service for more than six weeks. Only strenuous efforts by NWP maintenance crews and hired contractors allowed the Eureka-Willits line to reopen in early March. Since most freight originates on the north end, the long winter shutdown took a heavy toll financially, as freight revenues, in large part, dried up.

Also, as can be readily imagined, freeing up the aforementioned FEMA/OES storm repair funds already in the pipeline represents an urgent priority for the NWP. Greatly delaying these crucial reimbursements have been FEMA and OES

decisions that audits should be performed before any storm damage money can be given to the NWP. OES, for its part, has since declared itself satisfied and payment from this state agency reportedly is imminent.

FEMA, however, has been a different story. Its audit has proceeded at a slow pace and only on September 22 was a team of FEMA auditors scheduled to arrive on the North Coast to check NWP's books and records. Meanwhile, the NWP has had to delay various payroll dates due to its cash receivables crunch. Also, the railroad has had to postpone the purchase of some large-cost items because the funds have not been available.

On the positive side during the past year, the NWP has greatly strengthened its management team and has increased its monthly freight carloading totals. Former legislator Dan Hauser, who represented the North Coast in the State Assembly for 12 years, is the NWP's new executive director, responsible for overseeing policy, funding and management. Also, in July, an experienced and dedicated railroad veteran, Jack Tremaine, was hired to direct the line's day-to-day freight and maintenance activities. Both men have quickly had beneficial impacts on the line. Some previous managers were not up to the task and no longer work for the NWP.

Carloading totals have steadily risen this year, helped by an upsurge in lumber sales and a marked increase in gravel shipments. Carloadings for May were 400-plus and monthly totals for the summer have consistently been in the 500-600 range.³ Previously, the line's totals hovered in the 300-400 range.

³ The May 1997 carload totals were despite UP's failure to fill numerous car supply orders. From April to July 1997, UP failed to fill 400 NWP empty car orders. This resulted in an estimated \$360,000 revenue loss to NWP.

Finally, NCRA's seven Board members, from the counties of Humboldt, Mendocino and Sonoma, are appointed to four-year terms. This has sometimes hampered the Board's continuity and perhaps led to management decisions that have not always been good for the railroad. The ongoing shortfall of funds also has made it difficult for the Board to accomplish goals that are in the best interests of the railroad.

Presently some Board members are interested in privatizing the operation and maintenance of the NWP, that is, selecting a private company to run the line. Other Board members feel that having finally secured an effective management team, the best policy would be to allow it to proceed forward. Actually, only one credible private entity has indicated a desire to operate the line, and its pre-conditions seem prohibitive.

Ramifications Of An NWP Collapse

Unless there is some satisfactory and timely resolution of the FEMA funding question, it is quite possible that the NWP will fail - - particularly with the onset of winter. A brief review of some of the ramifications of such a failure is therefore in order.

Firstly, regional economies would be impacted, with the lumber industry taking the hardest hit. Without rail transportation, Eureka area mills would see their precarious competitive position decline further with respect to Oregon, Washington and Canadian lumber, particularly for long-haul shipments. Shorter haul business also would be adversely affected, as truck rates out of the

North Coast, freed from competing rail rates, would rise. Less competitive mills translate into lower production and lost jobs.⁴ Job losses also could be expected on the south end. Masonite in Ukiah, which employs more than 400, is critically dependent on rail. Its plant - - and its supplier's plant - - is designed to handle raw chemical compounds via railroad tank cars.

Another regional economic impact would be with respect to expansion plans for Humboldt Bay Harbor. Humboldt Bay covers 25 square miles, has shipping channels 400 feet wide and 35 feet deep, and is the only deep water port between San Francisco Bay and Portland. NWP connects to the bay at both Eureka and Samoa and the railroad is deemed essential to securing additional Pacific Rim trade. Such trade is seen as a key to invigorating the area's economy.

An NWP collapse also would trigger severe environmental impacts. After nine days of hearings in 1983, the presiding ICC judge wrote the following: "Within the Eel River Canyon and along Humboldt Bay, unmitigated abandonment could result in a local and regional environmental disaster." Forestry and fishery experts had testified that abandoning the NWP would cause a half million yards of earth and other materials to wash into the "wild and scenic" Eel River, polluting critical trout and salmon spawning pools.

Also, SP's chief engineer outlined the huge undertaking that would be required to extricate massive railroad structures from the river canyon and restore the area environmentally. Among items subject to removal would be 33 steel bridges, 74 concrete bridge piers, 4,100 lineal feet of bridge timbers and almost 1900 culverts.

⁴ A recent shipper survey showed that up to 427 full-time jobs would be lost in the timber and agricultural sectors. Additionally, approximately 100 full-time railroad jobs would be terminated.

Because SP's sale of the line to Mr. Whipple cut short a second environmental study ordered by the ICC, the full magnitude and expense of such a project can only be roughly estimated.

As already indicated, abandonment also would affect highway safety, as thousands of additional lumber trucks would traverse Highway 101 and other highways throughout the state.⁵ A 1983 Caltrans study showed that fatalities between Eureka and Willits due to truck-automobile accidents doubled during an extended rail outage in the late 1970's, with accidents concentrated in narrow, undivided road segments. While results might not be as dramatic today, significant adverse safety impacts are likely, particularly along the many miles of substandard roadway that still remain. Also, Caltrans personnel testified that marked increases in highway maintenance costs could be expected to follow an NWP abandonment, due to the added wear and tear that thousands of additional lumber trucks would have on Highway 101 surfaces.

Conclusion

These are crucial times for the NWP and the future of railroading in Northwest California. While the line is in dire financial straits as it awaits the outcome of FEMA's audit, its new management team and steady gains in carloading are cause for optimism. In any event, taking a thorough look at the NWP and North Coast transportation needs is timely and appropriate.

CPUC Staff
9/23/97

⁵ About 40% of annual NWP carloads, equating to approximately 5000 truckloads, is destined for the Los Angeles Basin and other Southern California points.

NORTH COAST RAILROAD AUTHORITY NORTHWESTERN PACIFIC RAILROAD



STATUS OF THE NORTH COAST RAILROAD AUTHORITY JANUARY 1998

CURRENT CONDITIONS:

As of the date of this writing, the railroad has not been adversely impacted by the El Nino event this winter. Although rainfall is ahead of normal, there have been lulls between storms, which minimizes flooding and land movement. Track conditions are fair to poor throughout the system. South of Willits there is need for almost total railroad tie replacement. Further, the swing and lift bridges continue to deteriorate with only emergency maintenance.

North of Willits the railroad tie situation is much better although there is still a need for new ties in many locations. Ballast is a desperate need throughout the system. Those sites damaged in the January 1997 storms have only temporary repairs with permanent repairs some time in the distant future. A significant amount of work has been done on culverts, ditching and other drainage features using CCC and Private Industry Council crews. That work seems to have reduced the potential for damage during current and future storms.

The well known railcar supply issue with the Union Pacific Railroad has greatly impacted our weak financial situation and thrown any "Business Plan" into disarray. During the last six months of 1997, we received almost 850 fewer railcars for loading as we did during the same period in 1996. We needed a total of over 1,000 cars above what we actually received to fill the orders from our customers. This translates into lost revenue of over \$1,000,000! Shipment of gravel has increased substantially but is not enough to make up for the loss of other business.

On the positive side, we are finally getting started on the ISTEAs projects for rehabilitation of the railroad. The proposals for preliminary engineering will have been received and, hopefully, an award made for that contract by our Board by the time of your meeting. This is the first real step in rebuilding the track and roadbed for 98.5 miles from Healdsburg to Dos Rios and 84.1 miles from Ft. Seward to Arcata/Samoa. This would bring almost 75% of the railroad owned by the NCRA up to at least FRA Class 1 standards. In addition it would reduce crisis maintenance and allow us to focus on the remaining 25% of the difficult areas of track.

FEMA/OES:

The State Office of Emergency Services (OES) has been very helpful during the past few months. Not only have all the "State Only" disasters been paid in full, OES has been pushing both the Federal Emergency Management Agency (FEMA) Auditors and the FEMA field review teams. Further, OES has agreed to pay the 25% local share on approved Damage Survey Reports (DSRs).

Following a series of recent meetings in Sacramento and Washington, DC, along with a hearing held by the California Public Utilities Commission and State Senator Mike Thompson, we seem to have a greater degree of urgency by both FEMA and OES. Both work on the FEMA Audit and in writing the DSRs has increased substantially in the past few weeks. The DSRs on debris removal (Category A) and temporary repairs (Category B) for Disaster 1155 are in the final approval stage. This should result in reimbursement of the almost \$3 million expended in the reopening of the railroad last winter. If this all comes through it will substantially improve our cash position. The railroad itself expended close to \$900,000 of that reopening cost.

Permanent repairs as well as money owed for prior disasters will have to wait for completion of the FEMA Audit. That may be years away. Permanent repairs for Disaster 1155 were originally estimated at \$6 million. Final determination of that figure will have to wait for completion of the DSRs and agreement as to what repairs are allowed under the landslide policy.

Still outstanding from prior disasters, where the work has already been completed, is close to \$5 million. Those are both supplements to DSRs and disputed categories (landslide policy) that are being held in suspension pending completion of the audit. The total amount eventually anticipated from FEMA/OES for work already completed is approximately \$8 million. To complete permanent repairs would require an additional \$7.5 million for those disaster sites.

PRIVATIZATION:

The Commission was previously advised that a Request for Proposals (RFP) to contract for the maintenance and operation of the railroad had been circulated. There was only one response and that was from Mr. John Williams of Woodside Consulting Group. His response, however, did not respond to the RFP as issued. The NCRA Board has amended and recirculated the RFP. Responses are due in early January and a Board decision is expected on January 14th.



DATE: July 1, 1998
TO: STA Board
FROM: Dan Christians
RE: Contract with Moore, Iacofano and Goltsman for 1998-99 Intercity Transit Marketing

The current agreement with Moore, Iacofano and Goltsman (MIG) will expire June 30. With the exception of the completion of an "integrated schedule" cover jacket being completed shortly, all major products originally scoped have been completed per the 1997-98 agreement.

In order to keep the momentum going in accordance with a Work Plan approved by the Consortium in May, an additional year of marketing services with MIG has been scoped (see attached). At their June 24 meeting, the SolanoLinks Transit Consortium supported this additional scope of services. \$90,000 of the \$128,825 STAF funds budgeted for the Intercity Transit program is proposed for this agreement. The balance of the Consortium budget (\$38,825) will either be used for various planning activities or some of it could be added later for additional marketing, if needed and available. Some of the major products planned for next year include:

1. 70,000 copies of a newspaper insert scheduled for Back to Transit Week during the second week in September.
2. 30,000 copies of a services brochure and map (similar to 1997 SolanoLinks brochures) for distribution on buses and special events throughout 1998-99.
3. Two special event promotions.
4. Kiosk posters/bus cards promoting SolanoLinks.
5. Special route promotions (i.e., Routes 92 and 30).
6. Radio/TV spots.
7. An evaluation report on the success of increasing ridership on intercity routes.
8. Updating SolanoLinks web site pages.

Recommendation

Authorize the Executive Director to enter into a contract with Moore, Iacofano and Goltsman (MIG) for intercity transit marketing services during 1998-99, not to exceed \$90,000, based on the attached scope of work.

Planning
Design
Communications
Management

MOORE, JACOBANO GOLTSMAN, INC.
Appendix A. 1998-99 Work Plan

June 16, 1998

Solano Transportation Authority
SOLANO INTERCITY TRANSIT
1998-99 MARKETING AND PROMOTIONS

1.0 DETAILED WORK PROGRAM

The purpose of Task 1.0 is to prepare a detailed work program describing overall project management and coordination, and the sequencing of public relations and promotional activities.

1.1 Project Team Meeting

MIG will meet with STA staff to discuss the previous year's marketing effort, project issues, goals, and objectives for the 1998-99 fiscal year, and to establish coordination and management procedures for all work.

1.2 Detailed Work Program

Based on discussions during the Project Initiation meeting, MIG will produce a draft and a final Work Program, including detailed task descriptions, preliminary schedule, and preliminary budgets for all work.

MIG

2.0 PRELIMINARY MENU OF PRODUCTS

The purpose of Task 2.0 is to develop a list of events and products to be delivered during the 1998-99 fiscal year. This list will serve as a menu of professionally designed products to be used in achieving the goals of the Marketing and Promotions Plan. These products will respond to both county-wide information needs, as well as be used by individual service providers, when appropriate. It is understood that this list may need to be refined as new information emerges from the meetings with the Consortium members, from ongoing research, and as newsworthy events occur within the transit community.

2.1 Brochure of Services and Routes

MIG will design, write, and produce a brochure for public distribution. This brochure will include an updated map of the county-wide transit system, summary schedules of intercity routes, special services (such as Paratransit), and educate the public about coordination between different transit services and systems serving their communities. This brochure will be used throughout the year by SCI and the transit operator as a major public outreach tool for SolanoLinks. Brochures could include a comment card to be used during the evaluation phase.

800
Hearst Avenue
Berkeley CA
94710

510/845-7549
Fax 510/845-8730

Other Offices:

Austin TX
Eugene OR
Los Angeles CA
Raleigh NC

SOLANO TRANSPORTATION AUTHORITY
Solano Intercity Transit Marketing and Promotions

Page 1

2.2 Special Events Promotions (2)

Based on direction from STA staff, MIG will prepare materials to be used at up to two special events, such as Transit Week, Rideshare Week, etc. The purpose of targeting these types of events is to continue the public information campaign and increase awareness of the county-wide system, build a network of community support for transit, and increase ridership.

2.3 Flyers and/or block advertising (3)

MIG will design, write, and produce flyers and/or newspaper advertising to promote new or existing routes and services, e.g., Vallejo Transit Route 92, or CityLink Route 30.

2.4 Press Releases (4)

MIG will write and deliver up to four press releases to announce special events, and will emphasize ways to participate in the events. Follow-up calls to the media will be made to encourage the placement of articles in the regional media.

2.5 Kiosk Posters and Bus Card Posters

MIG will work with transit operators to design, write, and produce posters for public distribution. These posters will be used in bus shelter kiosks, and on SolanoLinks buses, and will announce special transit events and promotions, introduce new routes, and advertise SolanoLinks.

2.6 Newspaper Supplement (1)

MIG will design, write, and produce a newspaper supplement, describing new routes and services, and to announce special events and promotions.

2.7 Internet Web Page

MIG will assist STA in updating the SolanoLinks.com web site. The updates could include similarly designed summary transit schedules, and provide links to Consortium member web pages. The web page should be designed to encourage the public to enter and submit questions or comments which can be used as part of the evaluation report.

2.8 Video Spots and Television Buys

Using the existing footage from the 1997-98 SolanoLinks video, MIG will cut :30 second advertising spot, and distribute the advertising to appropriate cable outlets. The purpose of the video is to promote a special event, route, or service.

2.9 Audio Spots and Radio Buys

MIG will write, produce, and distribute a :30 second radio spot, highlighting a special event, route, or service.

2.10 Ridership Incentive Programs

MIG will work with Consortium members to develop incentives such as additional SolanoLinks coupons for multiple services, year round special coupons, special fares, all day tickets, etc. The propose of the incentive program is to attract new riders to SolanoLinks.

3.0 MARKETING AND PROMOTIONS PROGRAM EVALUATION

The purpose of Task 3.0 is to provide a mechanism to evaluate the success and impact of the marketing and promotions campaign, to gauge customer satisfaction, to identify future transportation needs, and evaluate ridership on SolanoLinks routes. By conducting a "post-campaign" evaluation, STA will be able to incorporate continuous quality improvement by reflecting on lessons learned in previous phases.

3.1 Project Team Meeting

MIG will work with STA staff to develop a methodology for evaluating the overall Marketing and Promotions Program. The evaluation will include the ridership numbers by route, by quarter, and by relationship to the previous years marketing and promotions plan. The report will be used to evaluate the current year's program.

3.2 Draft Evaluation Report and Workshop

Following analysis of the findings, MIG will prepare a summary report documenting the results of the marketing and promotions strategies and materials. MIG will present the draft report to STA staff, and Consortium members for review, comment, and corrections.

3.3 Final Evaluation Report

Based on feedback received on the draft report, MIG will revise the document and submit a final, camera-ready copy of the final evaluation report.

4.0 ON-GOING COORDINATION

The purpose of Task 4.0 is to ensure the timely delivery of products and services and to ensure a consistent basis for current and future project management procedures, including contract administration, invoicing, and scheduling; and to monitor and review project progress and results. The MIG Project Manager will maintain regular contact with STA and the Consortium members.

July 8, 1998
Agenda Item 6.10



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: I-680 High Occupancy Vehicle (HOV) Lanes

This item was continued from the June 10 meeting.

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.

Recommendation

Direct staff to keep the STA Board apprised as the project progresses.



DATE: July 1, 1998
TO: STA Board
FROM: Matt Todd
RE: Contract for Travel Safety Study

The Solano Travel Safety Study will identify travel safety projects and recommend a dynamic program of cost effective travel safety projects in Solano. The study will develop a funding strategy for each proposed project that addresses the criteria for the applicable funding sources that have been identified. One emphasis of the study will be to position Solano to compete for new MTC regional federal discretionary funding, as well as other funding sources. Project Development Funds approved in the 1998-99 budget will be used to hire a consultant to prepare the study.

The Request for Proposals, approved by the TAC in May and the STA Board on June 10, was released on June 11. The accelerated schedule, to ensure that work is completed in time for the upcoming MTC regional federal discretionary funding cycle is attached.

Call for Projects

Staff has requested that projects proposed to be included in the study by member jurisdictions be submitted to STA staff by **Friday, July 17**. These projects may include median barriers, pavement marking and markers, striping, 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.

Travel Safety Study Subcommittee

On June 24, the TAC appointed a Travel Safety Subcommittee. The subcommittee, including members of the TAC and CHP, will work with STA staff and the consultant in the development of the study.

The submittal deadline for proposals was June 26. One proposal was received from Grandy and Associates. The proposal submitted meets the requirements of the RAP that was released. Bob Grandy, the proposed Project Manager of the consultant team, has performed previous work in Solano which should be an asset to complete the project under the accelerated schedule, necessitated by the federal funding cycle underway. Attached is the schedule for the study.

Any additional comments staff receives on the proposal from the Travel Safety Subcommittee will be available at the meeting.

Recommendation

Authorize the Executive Director to execute an agreement with Grandy and Associates to prepare the Travel Safety Study for an amount not to exceed \$25,000.

Attachment

SCHEDULE OF EVENTS

Board Authorizes RAP	June 10, 1998
Issue RAP	June 11, 1998
TAC Meeting-Call for Projects	June 24, 1998
Proposals Due	June 26, 1998
Interviews by Subcommittee	July 7, 1998
Award of Contract	July 8, 1998
Member Jurisdictions Proposed Projects to STA	July 17, 1998
Report Completed	November 25, 1998 *
Presentation to STA Board	December 9, 1998 *

* Tentative Schedule - May be adjusted to meet deadlines to apply for federal discretionary funding.

Updated June 11, 1998

PROPOSAL FOR PROFESSIONAL SERVICES

for the

**SOLANO COUNTY
TRAVEL SAFETY STUDY**

Submitted to

SOLANO TRANSPORTATION AUTHORITY

Submitted by

GRANDY & ASSOCIATES

In association with

KORVE ENGINEERING, INC.

June 26, 1998

GRANDY & ASSOCIATES

Transportation Consultants

June 26, 1998

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

Subject: Proposal for Professional Services – Solano County Travel Safety Study

Dear Mr. Tuttle:

Grandy & Associates is pleased to submit this proposal for the Solano County Travel Safety Study. We have assembled a highly qualified team and developed a detailed approach designed to provide the Solano Transportation Authority with a comprehensive travel safety study developed on a fast-track schedule. The following provides a summary of our project team, a description of the management team and the advantages offered by the Grandy & Associates' team.

Project Team

Grandy & Associates will lead the study effort from our Davis office. Grandy & Associates (GRANDY) is a transportation consulting firm that offers a range of services in traffic engineering, transportation planning, and project management. The goal of the firm is to provide highly responsive, senior-level expertise to clients. The firm is directed by Bob Grandy, a registered traffic engineer with 17 years of service in both the public and private sector.

Bob Grandy's prior public sector clients have included the U.S. Navy, Caltrans, the Metropolitan Transportation Commission, the Sacramento Area Council of Governments, the Sacramento Regional Transit District, the Solano Transportation Authority, several Redevelopment Agencies, and over 35 cities and counties throughout California. To assist us on the project, we have committed the following subconsultant.

- **Korve Engineering**, is an engineering and planning firm that provides a full range of transportation planning, traffic engineering and civil engineering design services. Representative projects that the firm has participated in for Solano County agencies include the Fairfield Transportation Center PS&E, the I-80/I-680/Route 12 Interchange Project Study Report and the I-80 Reliever Route Implementation Plan.

The GRANDY team has the ability, proven experience, and committed staff to provide a high quality travel safety study that will assist the Solano Transportation Authority in obtaining future funding for critical safety projects in Solano County.

231 G Street, Suite 26
Davis, California 95616
(530) 756-2935 Fax: (530) 756-4132

Senior Management

The GRANDY team includes three key staff members with more than 30 years of experience in the preparation of travel safety studies and the development of cost estimates for public improvement projects. The team members, who are described below, are available for this project and committed to assisting Solano County and its member agencies in completing the Travel Safety Study as rapidly as possible.

- **Bob Grandy, T.E.**, President of Grandy & Associates, will serve as Project Manager for the Safety Study. He has served in a similar capacity for projects located in Stockton, East Palo Alto, Palo Alto, Concord and Santa Cruz. He has also served as a consultant to the STA on such key projects as the Solano Transportation Plan, the I-80 Reliever Route Implementation Plan and the I-80/I-680 Funding Strategy.
- **Gene Bougdanos, C.E.**, Senior Project Manager with Korve Engineering, will serve as Task Leader for the Cost Estimate Review and Preparation Element. His design experience includes involvement in such projects as the Golden Gate Bridge Seismic Retrofit Project, the I-680/North Main Street Interchange Reconstruction in Walnut Creek and the I-880 Reconstruction/Cypress Replacement Structures in Oakland.
- **Matthew Korve**, Transportation Engineer with Korve Engineering, will be responsible for evaluating historical accident safety records, assisting in the development of safety remediation measures and compiling data for the prioritization of safety projects.

Advantages of the GRANDY Team

The GRANDY team provides a skilled group of transportation professionals with a proven track record of working effectively with the Solano Transportation Authority and its member agencies. The following summary highlights key components of our submittal.

- The GRANDY team has extensive experience working with STA and its member agency staff on critical projects such as the Solano Transportation Plan, the I-80 Reliever Route Implementation Plan, Fairfield Transportation Center PS&E Documents and the I-80/I-680/SR 12 Interchange.
- The GRANDY team is available and is committed to completing this project on an accelerated schedule as needed by the Solano Transportation Authority. The team's knowledge of local transportation concerns and regional funding issues will allow the team to begin work promptly and efficiently upon completion of the selection process.

Mr. Martin Tuttle
Solano Transportation Authority
June 26, 1998
Page 3

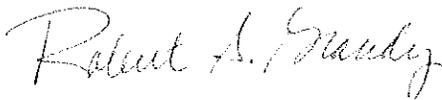
- The GRANDY team members worked effectively with the STA and its member agencies in prioritization efforts for the nine segments of the I-80 Reliever Route, a process that could provide a valuable precedent for prioritizing the safety improvement projects in this process.
- The GRANDY team has a proven history of assisting public agencies and institutions in successfully completing complex projects.

As President of Grandy & Associates, I am authorized to forward the following work program and commitment of resources. This proposal is valid for a period of 90 days after the submittal date. The contact information for Grandy & Associates is provided as follows.

Contact: Bob Grandy
 Grandy & Associates
 231 G Street, Suite 26
 Davis, CA 95616
 (530) 756-2935
 (530) 756-4132 fax
 e-mail: Grandy@tomatoweb.com

The project team is prepared to begin work in early July or as soon as the contract is negotiated. We appreciate the opportunity to propose on this important project and look forward to the opportunity of participating further in your selection process.

Yours truly,



Robert S. Grandy
President

Attachments

TABLE OF CONTENTS

1. INTRODUCTION	1
PURPOSE OF SAFETY STUDY	1
STUDY PROCESS	1
2. QUALIFICATIONS AND REFERENCES	2
TEAM DESCRIPTION	2
KEY STAFF	3
TEAM QUALIFICATIONS	4
REFERENCES	6
3. WORK PLAN.....	7
PROJECT MANAGEMENT APPROACH	7
STUDY APPROACH.....	7
WORK TASKS	9
DELIVERABLES.....	11
TEAM LEVEL OF EFFORT.....	11
4. STUDY BUDGET AND SCHEDULE OF WORK	12
PROPOSED STUDY BUDGET.....	12
PROPOSED SCHEDULE	12
5. EQUAL EMPLOYMENT OPPORTUNITY INFORMATION.....	14
6. PROPOSED CONTRACT AGREEMENT	15

ATTACHMENT A: STAFF RESUMES

1. INTRODUCTION

PURPOSE OF SAFETY STUDY

The objective of the safety study is to provide the Solano Transportation Authority (STA) with a comprehensive assessment of travel safety needs in Solano County that can be used as the basis to request and advocate for additional state and federal funding.

STUDY PROCESS

The Grandy and Associates' team proposes a four step process to address the key study issues for the Travel Safety Study. A description of the key elements of this approach, which is based on a careful consideration of the Request for Proposal, is detailed in Section 3.

- Step 1: Identification of Safety Deficiencies and Priority Study Locations
- Step 2: Development of Safety Remediation Measures
- Step 3: Identification of Funding Opportunities
- Step 4: Prioritization of Unfunded Safety Projects

2. QUALIFICATIONS AND REFERENCES

TEAM DESCRIPTION

Grandy & Associates will serve as the prime consultant for the team and will have overall project management responsibilities. Joining Grandy & Associates is the firm of **Korve Engineering**. The team members have worked together effectively on several previous projects. The responsibilities of the team members are summarized below.

Grandy & Associates

- Overall Project Management
- Quality Control
- Identification of Safety Remediation Measures
- Project Prioritization
- Funding Plan
- Attendance at Meetings
- Preparation of All Memos and Reports

Korve Engineering

- Identification of Safety Deficiencies
- Cost Estimate Review and Preparation

Grandy & Associates is a transportation consulting firm that offers a range of services in transportation planning, traffic engineering, and project management. The goal of the firm is to provide highly responsive, senior-level expertise to clients. The firm is directed by Bob Grandy, a registered traffic engineer with 17 years of service in both the public and private sector. The firm's capabilities are described as follows.

- **Traffic engineering** – prepare travel safety studies; traffic operations analysis for freeway, interchange, and local roadway systems; prepare access studies; serve as traffic expert on site design teams; prepare neighborhood traffic calming plans,
- **Environmental studies** – prepare traffic studies on a range of private development and public infrastructure projects for state and federal environmental documents,
- **Transportation planning** – prepare circulation elements for specific plans and master plans; prepare corridor and circulation studies, and
- **Project management** – provide management services for the planning, environmental and design process for highway, rail, and local roadway projects.

Korve Engineering (KORVE) is an engineering and planning firm that provides a full range of transportation planning, traffic engineering and civil engineering design services to public and private sector clients throughout the United States. Projects range from feasibility studies and traffic impact analyses to preliminary and final design through construction support. Representative projects that the firm has participated in for Solano County agencies include the Fairfield Transportation Center PS&E, the I-80/I-680/SR 12 Interchange Project Study Report and the I-80 Reliever Route Implementation Plan.

KEY STAFF

A description of the key senior staff for this work effort is provided below. Resumes are included in Attachment A.

Bob Grandy, a registered Traffic Engineer with 17 years of experience, will serve as the Project Manager for the Travel Safety Study. As Project Manager, he will be responsible for all client communications, the management of subconsultants, the preparation of all work products, the project schedule and the project budget. Mr. Grandy has served as the Principal or Project manager for numerous travel safety studies including the Traffic Safety Program and Bicycle Safety Program Update for the City of Stockton, the Embarcadero Road Traffic Safety Study for the City of Palo Alto, the City-wide Traffic Safety Engineering Study for the City of East Palo Alto and the Ayers Road Traffic Control Study for the City of Concord. As the former Traffic Engineer for the City of Lake Charles, LA, he established the city's first traffic safety program that included the annual monitoring of high accident locations.

Gene Bougdanos (KORVE), a registered Civil Engineer with 14 years of experience, will serve as Task Leader for the review and preparation of safety improvement cost estimates. Mr. Bougdanos' experience includes the preparation of design plans and/or cost estimates for I-680/North Main Street Interchange Reconstruction in Walnut Creek, the I-880 Reconstruction/Cypress Replacement Structures in Oakland and the State Route 84 Realignment in Alameda County.

Matthew Korve (KORVE), Transportation Engineer with Korve Engineering, will be responsible for evaluating historical accident safety records, assisting in the development of safety remediation measures and compiling data for the prioritization of safety projects. His experience includes the coordination of transportation planning and traffic engineering efforts with such agencies as Caltrans, the Southern California Association of Governments and the San Diego Association of Governments.

TEAM QUALIFICATIONS

Grandy & Associates

Traffic Safety Program and Bicycle Safety Program Update - City of Stockton

Bob Grandy served as the principal responsible for the preparation of a city-wide traffic safety study for the City of Stockton. The project, which was part of the California Traffic Safety Program, was prepared in coordination with the Office of Traffic Safety (OTS). The project included a traffic safety and bicycle safety program. The traffic safety program focused on the development of remediation plans for the 13 high accident locations within the city. The bicycle safety program provided recommendations for updating the city-wide bikeway plan, prioritizing specific bikeway projects and providing funding for the bikeway projects.

Traffic Engineering Safety Study - City of East Palo Alto

Bob Grandy served as the project manager responsible for the preparation of a city-wide traffic safety study for the City of East Palo Alto. The project, which was part of the California Traffic Safety Program, was prepared in coordination with the Office of Traffic Safety (OTS). The project included detailed studies of daily traffic volumes, roadway speeds, pedestrian and bicycle accidents, sign and markings inventory, traffic signal warrants, the street classification plan and the commuter route plan.

Beach Area Circulation and Parking Study – City of Santa Cruz

Bob Grandy served as the project manager responsible for the preparation of a comprehensive transportation study for the Santa Cruz Beach Area. A key element of the recommended transportation plan was safety improvements for seven intersections where accident patterns suggested that modifications may improve operational safety. The transportation plan also included a circulation plan, access street improvements, a parking management plan, a transit plan, a neighborhood management plan, a pedestrian and bicycle facility plan and an information systems plan.

Embarcadero Road Traffic Safety Study – City of Palo Alto

Bob Grandy served as the deputy project manager responsible for the preparation of a safety study designed to assess the necessity and feasibility of potential safety improvements to a portion of Embarcadero Road in the vicinity of the Palo Alto High School and the Town & Country Shopping Center. The study was conducted to address high mid-day pedestrian activity (i.e., more than 1,000 pedestrians per hour during the lunch period) at an uncontrolled crossing between the school and the shopping center. The study evaluated existing roadway design conditions, traffic volumes, pedestrian and bicycle counts, accident history, travel speeds and the existing signing plan. A visual record was prepared for use in developing a conflict analysis. The result was a corridor safety program, developed in coordination with the safety study committee, that included seven separate safety improvements.

Ayers Road Traffic Safety Study – City of Concord

Bob Grandy managed the preparation of this traffic study designed to assess traffic needs for the Ayers Road corridor in Concord. The study reviewed alternatives designed to address concerns relating to through traffic in this residential neighborhood. Studies conducted included traffic counts, speed studies, accident studies and signal warrant analysis. Workshops with residents provided a forum for identifying concerns, reviewing existing conditions and determining the feasibility of potential solutions.

Rancho Palomares Traffic Engineering Services - Alameda County

Bob Grandy served as the traffic engineer responsible for the development of intersection geometrics, signing/stripping plans, detour plans and traffic control device studies for this private development in Castro Valley adjacent to Interstate 580. He served as liaison with Alameda County Traffic Engineering staff in the presentation, review and approval of the traffic engineering plans.

Claremont Resort Access Study - City of Oakland

Bob Grandy served as the project manager responsible for evaluating the need for an additional traffic signal at the intersection of Tunnel Road and the main driveway for the Claremont hotel in Oakland. The analysis included an evaluation of traffic counts, accident data, vehicle speeds and traffic signal warrants.

Korve Engineering

Harder Road Grade Separation Project - City of Hayward

KORVE is part of a multi-disciplinary team that is designing this new underpass at the crossing of the SPRR (now UPR) railroad track at Harder Road. KORVE is responsible for the preparation of traffic studies, street design, drainage design, signing and striping, shoofly detours and off-site improvements.

Oakland Airport Roadway Project - City of Oakland

KORVE performed engineering feasibility studies for the Airport Roadway Project serving the Port of Oakland, City of Alameda and the City of Oakland. The study area ranged from High Street to Davis Street, along Interstate 880, and covered all lands between the freeway and the San Francisco Bay. KORVE developed roadway geometrics for an arterial roadway facility with grade separations at key locations. KORVE is currently preparing PS&E documents for roadway improvements as part of a multi-disciplinary team.

State Route 120/McHenry Avenue Roadway Design (PS&E), Permitting and Streetscape - City of Escalon

KORVE prepared preliminary engineering, input to environmental studies and final design plans for the realignment and widening of an improved roadway for SR 120 and McHenry Avenue through an enhanced urban core. The project included four signalized intersections and two at-grade rail crossings. The project included cost estimating, funding coordination, preparation of the final bid package and construction support.

Grand Avenue Widening Project - City of Oakland

This project involved the planning and design of roadway, drainage, sewer and traffic signal improvements in connection with the development of the Lake Merritt Towers and Caltrans District 4 Headquarters buildings. KORVE led the civil engineering work for three roadway widening projects and intersection upgrades for the planned 1 million square feet of office and retail space. KORVE's responsibilities included roadway design, drainage design support, signing and striping design, traffic signal design support, utility coordination, specifications and cost estimate preparation, site engineering and construction support.

Martinez Intermodal Facility Final Design - City of Martinez

KORVE led a multidisciplinary team responsible for developing alternative concept plans and final design for an upgraded intermodal facility in Martinez. The new intermodal terminal will increase transit access and parking for existing and planned commuter rail and ferry service and to accommodate increased Amtrak patronage on the Capitol Corridor rail line. KORVE is now preparing final design plans for the \$30 million project which includes a new four track station, bus transfer facility and parking lot.

REFERENCES

The following references are provided for Grandy & Associates.

Traffic Safety Program and Bicycle Safety Program Update - City of Stockton

Gary Tsutsumi
City of Stockton Traffic Engineer
(209) 937-8282

Embarcadero Road Traffic Safety Study - City of Palo Alto

Ashok Aggarwal
City of Palo Alto Traffic Engineer
(650) 329-2575

Ayers Road Traffic Control Study - City of Concord

John Templeton
City of Concord Senior Transportation Engineer
(510) 671-3129

Beach Area Circulation and Parking Study - City of Santa Cruz

James Helmer
Former City of Santa Cruz Traffic Engineer
Current City of San Jose Deputy Transportation Director
(408) 277-4304

3. WORK PLAN

PROJECT MANAGEMENT APPROACH

Grandy & Associates will serve as the lead consultant and will direct the project, be responsible for the overall technical quality of the work, and organize and deliver all presentations. The following section describes how we will manage the team, the study budget and quality control.

Grandy & Associates staff have successfully managed studies with several subconsultants using a management approach that includes the establishment of a central work program as well as a detailed work program and schedule for each subconsultant. Grandy & Associates will hold monthly team meetings through the preparation of a Draft Report in our Davis office to ensure that progress is being made and deadlines adhered to. Korve Engineering will be contacted by telephone twice monthly to resolve any problems or outstanding issues. Monthly progress reports will be submitted to the Solano Transportation Authority that include a summary of the work performed by each consultant and a summary of outstanding issues and recommendations for resolution.

Grandy & Associates staff have successfully managed study budgets for all of our recent projects where we were the lead consultant or the contract project manager for an agency. The work programs for all of our recent clients have been completed without any budget modifications. This was accomplished through careful allocation and monitoring of resources throughout each stage of the study process.

Grandy & Associates will employ a two-step quality control process. The first stage will involve a review of each work product by the Task Leaders as identified in Section 2. The final quality control stage will involve a review of every work product by the Project Manager.

STUDY APPROACH

The Grandy & Associates team proposes a study approach that includes four key elements which are consistent with the work program outlined by the Solano Transportation Authority. The approach is summarized as follows.

- Identification of Safety Deficiencies and Priority Study Locations
- Development of Safety Remediation Measures
- Identification of Funding Opportunities
- Prioritization of Unfunded Safety Projects

A description of these key elements of the study approach, which is based on a careful consideration of the Request for Proposal and a knowledge of specific project issues as well as the team's experience with travel safety studies, is detailed in the following text.

Identification of Safety Deficiencies and Priority Study Locations

The objective of this initial phase of the travel safety study process is to establish a list of study locations where potential safety hazards may exist based on recent accident experience. The Grandy & Associates' team will obtain accident data and traffic count data from Caltrans and each of the STA member agencies to develop this list. This "first stage" assessment will result in the calculation of the number of accidents per million vehicle miles for a three year period for high accident locations on the state and local roadway system. The initial list of priority study locations will include the top 25 high accident locations on the local roadway system and the top 10 locations on the state highway system throughout Solano County.

Development of Safety Remediation Measures

The second phase of the travel safety study process will be to identify specific remediation measures, or safety projects, at each of the top 35 locations. The remediation measures will be developed after interviews with staff from Caltrans and each of the STA member agencies and a careful review of the specific accident characteristics at each location. Key accident characteristics that will provide an indication of appropriate countermeasures include accident type (i.e., rear end, right angle, etc.), geometric factors (i.e., grades, driveways, etc.), pavement condition, weather, time of day and the involvement of fixed objects. Safety improvements may not be applicable at some of the study locations where no apparent accident trend or hazard exists. After safety remediation measures are developed for all applicable locations, the Grandy & Associates' team will review estimates prepared previously by agency staff or develop cost estimates as needed.

Identification of Funding Opportunities

The Grandy & Associates' team will review the State Highway Operation and Protection Program (SHOPP) and local capital improvement programs to identify programmed projects that address safety hazards at one of the top 35 locations. The team will also compile a list of safety projects that have been unsuccessful in obtaining funding in previous cycles. An updated list of funding programs, their anticipated future funding levels and program criteria will be developed to identify future funding opportunities for the travel safety plan.

Prioritization of Unfunded Safety Projects

The Grandy & Associates team has developed and refined a prioritization process that has proven successful in identifying and comparing the often complex criteria that are relevant to formulating decisions on transportation projects. We recognize the importance of providing this information in a summary form that can be easily understood not only by technical experts, but also by laymen with little experience in the area of traffic safety. The consultant team will work with staff from the STA and its member agencies to identify appropriate evaluation criteria and to clearly present the travel safety data for each of the safety projects. The team suggests that the principal criteria address – at a minimum – accident frequency, severity (i.e., relative proportion of injury and fatal accidents) and the relative cost of the safety improvements.

WORK TASKS

Task 1: Develop Inventory of Existing Safety Conditions

The Grandy & Associates' team will obtain and review available background information such as accident data for the 1995-97 calendar years, existing traffic counts and previous safety remediation studies conducted by Caltrans or the STA member agencies. The team will collect accident data in the form of summary reports such as Caltrans' Traffic Accident Surveillance and Analysis System (TASAS), the Statewide Integrated Traffic Records System (SWITRS) administered by the California Highway Patrol for local jurisdictions and other summary reports as maintained by the STA member agencies. The consultant team will also perform field review and obtain aerial maps as necessary. The consultant team will catalog all studies and/or reports that are borrowed and return them upon completion of the Draft Report.

Upon review of the summary accident data, the team will establish a list of study locations where potential safety hazards may exist based on recent accident experience. This initial assessment will result in the calculation of the number of accidents per million vehicle miles for a three year period for high accident locations on the state and local roadway system. The initial list of priority study locations will include the top 25 high accident locations on the local roadway system and the top 10 locations on the state highway system throughout Solano County.

After the top 35 locations are identified, the Grandy & Associates' team will proceed with developing specific remediation measures, or safety projects, for each location. The remediation measures will be developed through a three-step process. The first step will be a more detailed review of accident data to identify specific accident characteristics at each location. Key accident characteristics that will provide an indication of appropriate countermeasures include accident type (i.e., rear end, right angle, etc.), geometric factors (i.e., grades, driveways, etc.), pavement condition, weather, time of day and the involvement of fixed objects. After this first step is completed, the team will conduct interviews with staff from Caltrans and each of the STA member agencies to review safety remediation options. Safety improvements may not be applicable at some of the study locations where no apparent accident trend or hazard exists. The third, and final, stage is the identification of specific remediation measures and the development of cost estimates. The Grandy & Associates' team will review estimates prepared previously by agency staff or develop new conceptual cost estimates as needed.

Deliverable: Memorandum 1 – Identification of Safety Deficiencies
Memorandum 2 – Identification of Safety Remediation Measures

STA/Member Agency Responsibility: Caltrans and the STA member agencies will provide accident data and any related safety studies that may assist in the identification of potentially hazardous locations and the evaluation of feasible remediation measures.

Task 2: Develop Prioritized List of Safety Projects

Prioritization of the safety improvement projects will be accomplished through a comparative evaluation of the relative need for and cost of each alternative. The evaluation will involve consideration of key travel safety criteria such as accident

frequency, severity (i.e., relative proportion of injury and fatal accidents) and the relative cost of the safety improvements. The team will provide a discussion of suggested criteria in the initial memorandum developed for Task 1.

The consultant team will work with staff from the STA and its member agencies to identify appropriate evaluation criteria and to clearly present the travel safety data for each of the safety projects. A separate prioritized list will be prepared for safety projects on the state and the local systems.

Deliverable: Memorandum 3 – Prioritization of Unfunded Safety Projects

Task 3: Review Existing SHOPP and Local Capital Improvement Programs

The Grandy & Associates' team will compile and review the current versions of the SHOPP and local Capital Improvement Programs. The team will also compile a list of safety projects that have been unsuccessful in obtaining funding, through these or other programs, in previous cycles.

Task 4: Develop Funding Strategies for High Priority Projects

The Grandy & Associates' team will prepare an updated list of funding programs, their anticipated future funding levels and program criteria to identify future funding opportunities for the travel safety plan. Based on the program criteria identified for each funding program, the team will prepare a matrix that identifies how effectively each of the safety projects would compete for each funding source. The team will then prepare a prioritized list of the most effective safety projects for each of the funding programs that are available.

Task 5: Prepare and Present Plan

Consultant will attend monthly TAC meetings through the preparation of the Draft Report to provide input to the evaluation and prioritization process and to receive direction on future work efforts. The consultant team will also meet independently on a regular basis to coordinate work efforts. Consultant will prepare a monthly status report for STA staff that will include an updated project schedule and a description of project accomplishments and future activities by task.

The consultant team will prepare a Draft Travel Safety Study that will summarize the results of the technical analysis and the input received on the three interim memoranda. The report will include appropriate graphics and a complete appendix with the data and input information developed for the technical assessment. Upon receipt of comments from the TAC, a Final Report will be prepared for review and comment by the STA Board.

Deliverables: Draft Report
Final Report

DELIVERABLES

The Grandy & Associates' team proposes to prepare the following work products within the schedule identified in the Request for Proposal.

- Memorandum 1 – Identification of Safety Deficiencies and Priority Study Locations
- Memorandum 2 – Identification of Safety Remediation Measures
- Memorandum 3 – Prioritization of Unfunded Safety Projects
- Draft Travel Safety Study
- Final Travel Safety Study

Consultant will provide 25 bound copies of the draft report, 100 bound copies of the final report, 10 bound copies of the final appendices and one unbound reproducible of the final deliverables to STA staff. An electronic copy of the final report will also be provided at the completion of the study effort.

TEAM LEVEL OF EFFORT

The person-hour level of effort anticipated by the Grandy & Associates' team for the five project work tasks is identified, by firm and personnel, in Table 1.

Table 1
TEAM LEVEL OF EFFORT BY WORK TASK (in person-hours)

CONSULTANT/STAFF	TASK 1	TASK 2	TASK 3	TASK 4	TASK 5	TOTAL
Grandy & Associates:						
Bob Grandy	24	36	8	32	24	124
Korve Engineering:						
Gene Bougdanos	-	20	-	-	-	20
Matthew Korve	80	20	-	-	-	100
TOTAL HOURS	104	76	8	32	24	244

4. STUDY BUDGET AND SCHEDULE OF WORK

PROPOSED STUDY BUDGET

The Grandy & Associates team will complete the work program identified in Section 3 for a fee of \$25,000. This fee includes all labor cost and expenses. Invoices would be submitted on a monthly basis in conjunction with progress reports. A breakdown of the project cost by tasks is provided in Table 2.

Table 2
Proposed Study Budget

WORK ELEMENT	PROPOSED STUDY BUDGET
Labor Costs:	
Task 1 - Develop Inventory of Existing Safety Conditions	\$ 6,200
Task 2 - Develop Prioritized List of Safety Projects	8,000
Task 3 - Review Existing SHOPP and CIP Lists	1,000
Task 4 - Develop Funding Strategy	4,000
Task 5 - Prepare and Present Plan	3,000
Subtotal Labor Costs	\$22,200
Expenses:	
Report Production	\$ 1,500
Data Collection	800
Travel	500
Subtotal Expenses	\$ 2,800
TOTAL STUDY BUDGET	\$25,000

PROPOSED SCHEDULE

Table 3 displays a proposed five month schedule for completing the Final Travel Safety Study. This schedule identifies the completion of the Final Report by the last week in November, based upon the initiation of work by the consultant team in mid-July. A Draft Report would be prepared approximately five weeks prior to the completion of the Final Report, allowing for a presentation to the TAC and a three week review period for the Draft Report. Three interim memos would be prepared for review by the TAC on July 30, August 27 and September 24.

**Table 3
Proposed Project Schedule**

ACTIVITY	DATE COMPLETED
Notice to Proceed	July 10
Memo 1 - Identification of Safety Deficiencies and Priority Study Locations	July 30
Comments due on Memo 1	August 6
Memo 2 - Identification of Safety Remediation Measures and Costs	August 27
Comments due on Memo 2	September 3
Memo 3 - Prioritization of Safety Projects	September 24
Comments due on Memo 3	October 1
Draft Travel Safety Study	October 19
Presentation to TAC	October 29
Comments due on Draft Study	November 11
Final Travel Safety Study	November 25
Presentation to STA Board	December 9

5. EQUAL EMPLOYMENT OPPORTUNITY INFORMATION

Grandy & Associates is committed to a policy of equal employment opportunity. It is the policy of Grandy & Associates that all of its employees shall not be discriminated against based upon race, color, religion, national origin, sex, sexual orientation, age, marital status, disability or citizenship, as well as other classifications protected by federal, state or local laws. This policy applies to recruiting, hiring, training, transfers between assignment, promotions, entitlement to benefits, compensation, termination, and any social or recreational activities sponsored by the Company.

6. PROPOSED CONTRACT AGREEMENT

The members of the Grandy & Associates' team carry general commercial liability insurance and other insurance as required for the STA contract agreement. Certificates of Insurance will be forwarded to the STA at the appropriate point in the selection process.

June 8, 1998
Agenda Item 7.2



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Reliever Route Transportation/Land Use Plan - Phase 1

Chairman Erickson appointed a subcommittee of the Board (Erickson, Lessler, Slade and Spring) 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).

The STA Board approved the attached scope of work for a consultant to facilitate the Phase 1 process. RFP's were distributed and proposals were due by July 1. The STA subcommittee appointed by Chairman Erickson will interview respondents to the RAP on July 6 and then recommend a consultant selection to the full Board at this 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 Project Development funds for the Phase 2 effort.

Recommendation

Authorize the Executive Director to enter into a contract with a firm to be announced at the Board meeting based on the attached scope of work and schedule.

Attachment

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, travel safety and optimal utilization of the route.
- **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.

July 8, 1998
Agenda Item 8.1



DATE: July 1, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Advisory Measure for November Ballot

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 would 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).

The STA Board briefly discussed the issue as an information item at the June 10 meeting. The SEDCORP Transportation Action Team met on June 23 to review the language. It is suggested that the measure be proposed for consideration by the Board of Supervisors at their July 28 or August 4 meeting.

Project development funds have been allocated in the amount of \$10,000 to implement the Plan in 1998-99. Staff requests authorization to spend up to \$2,000 from these funds for consultant services to prepare materials related to the ballot measure.

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 request the Board of Supervisors to place the measure on the November 1998 ballot, and authorize up to \$2,000 of project development funds for consultant services to prepare documents for the ballot measure.

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

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

A citizens oversight committee appointed to monitor implementation of these transportation improvements.

_____ 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.

Testing the water

Rep.
6-18-98

Time to lay grounds for transit projects

Transit planners in Solano County want to go to voters in November to capture at least some moral support for their efforts to stave off Bay Area gridlock and protect the fragile economy here.

There is a host of improvement projects that could prevent Solano's roadways from becoming the bumper-to-bumper tangle that pollutes the metropolitan counties to the west and south. Some of the billions Washington promises for highway projects will trickle down, but not enough.

A reliever route to siphon local traffic off Interstate 80 is essential. Better ferry service on the bay, better bus connections to BART and improvements to Highway 12 are also critical.

So how do transit officials here convert, or at least bend, voters?

Business leaders and members of the Solano Transportation Authority will discuss strategy June 23 as they prepare a November ballot measure. Exactly

what to ask the electorate, and how to phrase the plea, will be the agenda for the day.

A recent poll by Solano Economic Development Corp. showed voters are unwilling to support a new tax for transportation projects.

Though Santa Clara County won a court ruling upholding its 51 percent tax victory at the polls, it is unclear whether Solano County officials could avoid the two-thirds supermajority require-

It appears that they will not ask voters for a tax hike in November.

ment.

It appears that they will not ask voters for a tax hike in November. More likely, there will be an advisory measure to gauge the public's willingness to fund transit projects in the future and to determine priorities.

Not many local projects will transpire unless there is local funding. But asking for a new tax now would be fruitless.

Still, it will have to happen if we are to evade gridlock and protect the economy of the region.

INSIDE

Movies / B4
Comics / B6
Horoscope / B7

Section B
BAY & VALLEY

THURSDAY, JUNE 11, 1998 • DAILY REPUBLIC

Solano eyes unique transportation tax plan

By Charles Levin
DAILY REPUBLIC

SUISUN CITY — A judicial victory earlier this week for a Santa Clara County transportation tax has boosted interest in floating the same plan in Solano County.

Local transportation leaders, worried that increasing gridlock and a lack of public transit will hurt the county's business climate, closely watched the decision. The half-cent tax, originally passed in November 1996, will raise \$1.2 billion over nine years for transportation-related needs in congested Silicon Valley.

After the Supreme Court overturned a 1992 transportation tax in Santa Clara, county leaders returned with a new strategy: an advisory measure listing projects voters would

■ Skirting the opposition

The tax is unique because it didn't violate Proposition 13 restrictions. If floated here, it could also raise sorely need funds for a \$1.9 billion improvement plan Solano leaders touted earlier this year at a series of public hearings.

agree to fund over nine years and a nine-year, half-cent sales tax for unrestricted uses.

In 1996, voters approved the tax by 51.8 percent and the list of projects by 77.6 percent. A Santa Clara taxpayers group sued, contending the measures sidestepped Proposition 13, which requires a two-thirds majority for taxes for specified projects. Taxes for general purposes need a simple

majority.

The state Court of Appeals this week upheld a previous ruling that the county's intentions were irrelevant because the tax could be used for any government purpose, the Sacramento Bee reported.

"This is kind of a landmark decision in transportation," said Suisun City Mayor Jim Spering, chairman of the nine-county Metropolitan Transportation Commission.

"It seems like the only way to do it," said John Gray, director of the Solano County transportation department. "Two-thirds (vote) is just a difficult thing to have happen for any substantial tax."

Sending a similar proposal to voters this year is unlikely, said Marty Tuttle, executive director of the Solano Transportation Authority. The

authority might put an advisory measure listing its massive proposal on the ballot this fall to test voter support. Members will decide in July.

The implications are clear. If voters back that measure, Solano leaders would then send a two-measure approach, similar to Santa Clara's, to voters.

"There will be a need for a local or regional source of transportation revenue in our future," Tuttle said. "Whether it's a sales tax, a regional gas tax, more developer fees, whatever, the proposals will appear before the voters before too long."

Just how long depends on the reaction this fall at the polls.

Tuttle doesn't expect to carry a tax to voters until 2000. Spering backs putting the measures on the ballot in 1999 if an advisory vote this fall gar-

ners 60 percent approval or better.

Critical projects include road maintenance to improve safety; the Interstate 80 "Reliever Route," a series of local roads between Vacaville and Suisun City that would alleviate interstate gridlock; and increased ferry service and bus connections to BART, Spering said.

An official from a local taxpayers association sounded a bit leery of the plan.

"We would probably take a rather dim view of it," said Roy Stripe, president of the Central Solano Taxpayers Association. The group wouldn't oppose an advisory measure this fall but would need guarantees the money would be spent as promised.

"We don't object to taxes if they're used wisely and in a prudent business manner," Stripe said.

Transportation vote won't solicit new tax

In brief

Proponents of transit improvements say they realize that voters don't want to increase taxes to pay for new projects.

By John Scheibel
Staff Writer

Reporter 6/14/98

Solano County voters could be asked on Nov. 3 if they back using new revenues to fund a series of county transportation improvement projects.

Projects would include putting reflectors on often-foggy state Highway 12, one of the area's bloodiest roadways.

Voters also could be queried for their support of a reliever route linking Leisure Town Road in Vacaville to Highway 12 in Suisun City, more ferry service between Solano County and Bay Area cities, and more bus connections to Bay Area Rapid Transit terminals.

But voters likely will not see the dreaded T-word — as in taxes — on the November ballot measure. This despite the fact transportation officials agree

■ See New tax, Page 16A

From Page One

New tax won't be sought in transit measure ...

■ Continued from Page 1A
many local transportation projects will not get off the ground without local funding.

"We are fully aware of how taxpayers feel about new taxes," said Marty Tuttle, executive director of the Solano Transportation Authority, in explaining why voters likely will not be queried about taxes on the ballot measure.

Tuttle added that it is too early to ask voters about a tax since officials are considering a variety of funding mechanisms for the transportation projects, including more developer fees and a regional gas tax.

This November's ballot measure comes as transportation officials have been doing everything they can to get the word out that Solano

County needs a better transportation system to secure its economic future. Otherwise, traffic gridlock is sure to choke off regional economic growth.

The November measure would go before voters 15 months after the Solano Economic Development Corp. polled 400 county residents asking for their willingness to tax themselves for much-needed transportation projects.

Most said no. Respondents instead said they would rather be taxed to cut crime and improve education and libraries.

SED Corp. and Solano Transportation Authority members are slated to meet June 23 to discuss how November's measure should be phrased.

Jim Spering, who chairs the powerful nine-county Metropolitan

Transportation Commission, as well as being a member of the transportation authority and mayor of Suisun City, said not gauging voters' willingness this November to pay for local transportation projects is pointless.

"Everybody is afraid to use the T-word; everybody wants to skirt around it. But the reality is none of these projects are going to happen without some local funding," Spering said.

Transportation officials are encouraged by a recent state Court of Appeals' decision that only a simple majority of Santa Clara County voters needed to have approved a half-cent sales tax in 1996.

The tax, which will raise \$1.2 billion over nine years for transportation projects there, was approved by

51.8 percent of voters. A Santa Clara taxpayers group said the tax measure was prohibited by Proposition 13, which requires a two-thirds majority for taxes tied to specific projects. The Court of Appeals ruled the Santa Clara tax could be used for any government project and therefore was not subject to Proposition 13.

"This ruling certainly is going to make it a lot easier to get a tax-related measure passed here," in Solano County, said SED Corp. head Mary McCarthy.

Transportation authority Chairman and Dixon Mayor Don Erickson, said other factors also make it easier to convince a majority of voters to tax themselves for local transportation projects.

"One is the fact the economy is

doing very well right now. This can only help," Erickson said.

Erickson and Spering agree transportation officials need to make a funding-related measure more palatable not only to local taxpayers' groups, but those favoring slow growth or no growth in the county.

"There's no question that any countywide transportation plan needs to be accompanied with a specific land-use plan," Spering said.

Once officials agree on the ballot measure's language, it will go to the Board of Supervisors for its approval. Supervisors must approve the measure by Aug. 7 if it is to go before voters on Nov. 3.

If voters back the measure this November, transportation officials would like to put a funding measure on the ballot no later than 2000.

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.