



**NOTE MEETING LOCATION  
SUISUN CITY COUNCIL CHAMBERS  
701 Civic Center Blvd**

**NOTE MEETING TIME OF 5:00 P.M.  
OR UPON ADJOURNMENT OF MTC  
UNMET NEEDS HEARING  
(MTC Unmet Needs Hearing at 4:00 p.m.)**

**Board Meeting  
October 14, 1998**



*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

October 14, 1998

**Please Note Special Location and Time:**

**Suisun City Council Chambers**

**701 Civic Boulevard**

**Suisun City, CA**

**Regular Meeting**

**5:00 p.m. or upon adjournment of MTC Unmet Needs Hearing**

**(MTC Unmet Needs Hearing at 4:00 p.m.)**

### MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

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

## ITEMS

**1.0 Call to Order - Confirm Quorum**

**2.0 Approval of Agenda**

**3.0 Executive Director's Report**

**4.0 Comments/Update from Staff, Caltrans, and MTC**

**5.0 Opportunity for Public Comment**

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

**6.1 Minutes of Meeting of September 9, 1998 – Page 11**

**6.2 Draft minutes of September 30, 1998 TAC meeting – Page 15**

**6.3 Bicycle Advisory Committee Appointment (Dan Christians) – Page 19**

**6.4 Distribution of STAF Regional Paratransit Funds (Matt Todd) – Page 23**

**6.5 STAF Claim of City of Benicia for Bus Purchase Match  
(Dan Christians) – Page 25**

**6.6 Amendment to 1998-99 Contract with Moore Iacofano and Goltsman for  
SolanoLinks Marketing and Promotions (Dan Christians) – Page 29**

**6.7 1998-99 Contract with Nelson/Nygaard Consulting Associates for SolanoLinks Transit Coordination Activities (Dan Christians) – Page 31**

**6.8 Reappointment of Jim Spring to the MTC Commission (Chairman Erickson) Page 33**

**7.0 ACTION ITEMS: FINANCIAL**

**7.1 FY 1997-98 STA Audit (Martin Tuttle) – Page 37**

**8.0 ACTION ITEMS: NON-FINANCIAL**

**8.1 Redesign of the New Benicia-Martinez Bridge project (Martin Tuttle) – Page 41**

**8.2 Resolution Supporting Benicia/Martinez Ferry Study (Alan Nadritch) – Page 47**

**8.3 Resolution Supporting “Transportation Awareness Week/Read Measure F” (Martin Tuttle) – Page 65**

**8.4 Electric Vehicles Priority Project (Dan Christians) – Page 67**

**9.0 INFORMATION ITEMS: NO ACTION NECESSARY**

**9.1 TEA-21 25% Program Draft Corridor Plans (Matt Todd) – Page 69**

**9.2 Welfare to Work Update (Matt Todd) – Page 89**

**9.3 Travel Safety Study (Matt Todd) – Page 93**

**9.4 Board Members Comments**

**9.5 Adjourn (Next Meeting: November 11, 1998)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

October 14, 1998  
Agenda Item 3.0

Area Code 707

422-6491 ♦ Fax 438-0656

MEMORANDUM

DATE: October 7, 1998  
TO: STA Board  
FROM: Martin Tuttle *Mt*  
RE: EXECUTIVE DIRECTOR'S REPORT

Members:

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

Martin Tuttle  
Executive Director

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

**\*Budget:** Our independent auditor completed their annual review of our financial records. Staff recommends the \$75,405 in Project Development carry-over funds (unused funding, interest earned) be reprogrammed for project development purposes in agenda item 7.1.

**\*Safety Projects:** The Safety Study Working Group has reviewed the accident location data and developed a draft program with funding recommendations as included in informational agenda item 9.3. The final plan will be proposed to the Board in December.

**\*Measure F:** Boardmember Jim Spring and I gave an overview of Measure F at SEDCORP's member-investor luncheon on September 24 in Vacaville. Member agencies have been requested to consider resolutions supporting "Transportation Awareness Week, October 25-31, Read Measure F", similar to the resolution proposed for the STA Board to consider in agenda item 8.3.

**\*Federal TEA 21 funds:** MTC estimates that \$5.6 million will be available for Solano in the 75% rehabilitation/replacement program and \$41-43 million region-wide for the discretionary 25% operations/safety program. The current schedule calls for the Board to consider the corridor plans and candidate projects for the 25% program in November and 75% projects in January.

**Bus Earmark:** As of this writing, the House and Senate have still not resolved the issue of transit earmarks. The Senate version includes \$2.7 million for Solano intercity buses. Our current year contract with The Ferguson Group expired September 30, but the firm will continue to keep us apprised on this issue. Congress currently plans to adjourn on October 9.

**Capitol Corridor:** A special train celebrating the 5th roundtrip and the new Capitol Corridor Joint Powers Board/BART management of the service is set for October 15, with a stop at the Suisun/Fairfield station at 11:25 a.m. Invitations to ride that train have been sent to STA Boardmembers and other elected officials throughout the corridor.

**Pothole repair:** Governor Wilson vetoed SB 1477 (Kopp), the bill which would have provided \$300 million to cities and counties for local road repair. The CTC is developing a proposal involving early programming of a portion of the State Highway Account surplus for road repair as an amendment to the 1998 STIP.

**Executive Director’s Report, page two**

**Madere Bridge/Fazio Highway:** A ceremony to unveil a sign naming the Rio Vista Bridge after the late STA Boardmember Helen Madere will be held on Monday, October 26 at 10:00 am in Rio Vista. A similar event is planned for Saturday, October 17 in Yolo County to designate a portion of Highway 113 after retiring Congressman Vic Fazio. Both redesignations are a result of legislation authored by Assemblywoman Helen Thomson.

**SolanoLinks:** As part of California Rideshare Week (October 5-9), the SolanoLinks Consortium participated in newspaper advertisements promoting specific bus routes. The updated joint marketing brochure is expected by the end of the month.

**\*New Benicia-Martinez Bridge:** Board member Steve Gizzi and I attended a recent meeting with Caltrans staff in regard to a proposal to reconfigure the “Y” split at the north end of the new bridge. The proposal, a product of a Value Analysis for the project, would result in the savings of \$10-12 million, but would delay the schedule by six-eight months. Staff recommends the reconfigured design in agenda item 8.1 because of the cost savings and enhanced aesthetics resulting from the lower profile of the interchange structures.

**Carquinez Bridge Project:** The Contra Costa Transportation Authority/STA subcommittee sent the attached letter to the San Francisco Bay Conservation & Development Commission (BCDC) requesting that the permit application for work on the project be placed on this month’s BCDC agenda, given the brief “time window” available for construction. The Subcommittee meets again on October 22 in Martinez.

**\*Reliever Route:** The Board Subcommittee overseeing the land-use/transportation study has set a community meeting of project stakeholders for October 14, just after the Board meeting. The meeting takes place at the Vanden High School library at 7 p.m.

***Upcoming events***

- |             |  |
|-------------|--|
| October 14  | Reliever Route Community Meeting at Vanden High Library            |
| October 15  | Capitol Corridor Commemorative Train in Suisun City                |
| October 17  | Congressman Fazio Highway 113 ceremony in Yolo County              |
| October 22  | Contra Costa Transportation Authority/STA Subcommittee in Martinez |
| October 26  | Madere Bridge ceremony in Rio Vista                                |
| October 28  | Metropolitan Transportation Commission meeting in Oakland          |
| October 28  | SolanoLinks Consortium in Suisun City                              |
| October 28  | STA TAC meeting in Suisun City                                     |
| November 11 | STA Board meeting in Suisun City                                   |

***Attachments***

Priority project status report, key correspondence and newspapers clippings

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

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Caltrans, STA, Vallejo	*	*	*	-Redesigned interchange proposed for Benicia Bridge -Carquinez permit to BCDC on November 5 Agenda -Groundbreaking for grading at southern approach of Benicia Bridge Project delayed -CCTA/STA Joint Committee meeting on 10/22 in Benicia
<b>Capitol Corridor</b> CCJPB, STA	\$5,000	*	\$920	-Special train on Oct 15 to celebrate 5th round trip and new CCJPB management -Negotiations ongoing with landowner for parking improvements at Fairfield/Suisun
<b>Federal Lobbyist</b> STA	\$15,000	*	\$4,500	-Reliever Route earmark for \$14.45 million and Wilson Ave for \$.75 million in TEA21 legislation -Seeking \$2.7 million bus purchase appropriation
<b>Highway 12 Improvements</b> 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
<b>Highway 37 Project</b> 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
<b>I-80/680 Auxiliary Lanes</b> Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
<b>I-80 Reliever Route - Land Use Study</b> STA	\$15,000	*	\$5,610	-EIS/R and basemapping RFP released -Land Use community meeting on Oct 14
<b>I-80 Reliever Route - Implementation</b> STA	\$12,000	*	\$3,080	-Grandy and Associates selected to provide support services to the project
<b>Intercity Transit Plan - Implementation</b> STA	*	*	*	-Marketing contract for FY 1998-99 awarded to MIG -Updated brochure and route ads have been designed
<b>Mare Island Access Study</b> Vallejo	\$10,000	*	\$0	-Vallejo is seeking local match for the federally financed study to improve access to Mare Island
<b>Miscellaneous Project Development **</b>	\$3,000	*	\$2,350	-For assistance in completing grant applications and leveraging funds for project development
<b>Red Top Slide</b> Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
<b>Solano Bike Route Plan - Implementation</b> STA	\$15,000	\$8,000	\$2,400	-Completing BikeLinks map with \$8,000 YSAQMD funds -Caltrans approved \$144,000 BLA funds and YSAQMD \$50,000 for Old Davis Road bike lanes
<b>Solano Transportation Plan - Implementation</b> STA	\$10,000	*	\$6,674	-Advisory Measure on November 3 ballot -Design/printing of plan has been completed
<b>Traffic Safety Project Study</b> STA	\$25,000	*	\$6,500	-Grandy and Associates selected to complete the study -Subcommittee met on 9/29 and scheduled to meet on 10/27
<b>Vacaville CNG Facility</b> Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
<b>TOTAL</b>	<b>\$110,000</b>	<b>\$8,000</b>	<b>\$32,034</b>	

\* No funds allotted at this time

\$118,000

\*\* Initially budgeted at \$15,000. In July, Board approved \$12,000 to I-80 Reliever Route Implementation



# Transit leader urges support of Measure F

By Charles Levin  
DAILY REPUBLIC

VACAVILLE — A Solano County transit leader urged support for an advisory measure on the November ballot that addresses crucial transportation needs.

Stop-and-go traffic will plague Solano County by 2010 unless locals grasp the impending crisis ahead of them and start solving problems now, Suisun City Mayor Jim Spering said Thursday to more than 100 civic and business leaders.

Spering, who chairs the nine-county Metropolitan Transportation Commission, hopes that 60 percent or better approval of Measure F will stimulate more debate on regional transportation needs and, hopefully, lead to a tax measure in one to two years.

**Metropolitan Transportation Commission chair Jim Spering hopes that 60 percent or better approval of Measure F will stimulate more debate on regional transportation needs and, hopefully, lead to a tax measure.**

Spering made his remarks at the Solano Economic Development Corp. luncheon at the Ulatis Cultural Center.

He also touted the Solano Transportation Plan, a \$1.9 billion blueprint to reduce gridlock while improving commuter needs. Measure F is a trial bal-

loon for the plan.

Fashioned by Sedcorp's Transportation Action Team and Solano Transportation Authority, the plan urges business-government partnerships to educate the public about these issues: seek new sources of local funding; finish already funded projects without jeopardizing those funds with delays; and urge state and federal politicians to find new funding sources.

Measure F asks voters to consider using new taxes or revenues for roughly \$150 million of projects from the larger plan. These include repairing streets and potholes, expanding rail service to BART, increasing ferry service, completing the Interstate 80 Reliever Route and bike routes, and boosting senior transit services.

Spering also promised that no more

than .05 percent of any revenues would be used for administrative needs.

If Measure F gets strong approval numbers, Solano Transportation Authority would begin exploring a potential sales tax measure, which likely wouldn't exceed one-quarter cent over 20 years, Spering said.

Spering and others are carefully watching Sonoma and Marin counties, which are putting tax measures to voters this November.

Following the lead of Santa Clara County, Marin and Sonoma voters will see two measures, one that passes a general spending tax and a second with an advisory list of transportation needs paid for with General Fund money.

The two-pronged measure skates around Proposition 13's strict requirement of a two-third's majority for spe-

cial taxes.

In 1996, Santa Clara voters passed the measure, which will raise \$1.2 billion. So far, it has passed two court challenges.

Fairfield can benefit from a transportation tax, Mayor George Pettygrove said. Pettygrove believes citizens will approve a tax if Measure F gets a two-thirds or better approval at the polls.

"I think the city of Fairfield is (filled) with far-reaching people," he said. "They can see the future."

Spering believes Suisun City voters will also say yes to a tax measure in the not-so-distant future. A tax will guarantee funding for repairing the city's aging streets.

Suisun City, like many California cities, faces a deficit in its transportation funding, Spering said.

# THE FERGUSON GROUP, LLC

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

September 30, 1998

## Memorandum

To: Marty Tuttle

From: Mike Miller

Re: BRIEF UPDATE ON FY99 TRANSPORTATION APPROPRIATIONS  
SOLANO TRANSPORTATION AUTHORITY BUS PROJECT

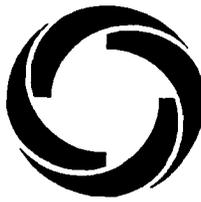
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With less than two weeks remaining in the legislative year, House and Senate appropriators now are planning to meet tomorrow, October 1st, to decide how to proceed on the FY99 Department of Transportation (DOT) Appropriations bill.

According to Senate Appropriations Chairman Ted Stevens (R-AK), the first issue for appropriators will be whether to push ahead with a free-standing DOT spending bill (H.R. 4328, S. 2307) or plan to include transportation provisions in the omnibus appropriations bill.

It is likely that lawmakers will begin a separate conference on the transportation bill, leaving open the issue of how the legislation ultimately moves. Also, the measure does not raise as many controversies as do other annual spending bills. But issues yet to be resolved include the two bills' different funding levels for FAA programs, as well as transit projects which have been treated differently in the competing measures.

We will continue to contact congressional staff regarding securing funding for the bus project which was included in the Senate version of the bill. We will continue to keep you updated as Congress moves on the legislation. Please feel free to call me if you have any questions or need additional information. Thank you.



**CONTRA COSTA  
TRANSPORTATION AUTHORITY**

September 21, 1998

**COMMISSIONERS:**

- Barbara Guise  
Chair
- Charlie Abrams  
Vice-Chair
- Irma Anderson
- Jane Bartke
- Joe Canciamilla
- Donna Gerber
- Millie Greenberg
- Sarge Littlehale
- Allen Payton
- Julie Pierce
- Hermann Weim
- Robert K. McCleary  
Executive Director

Will Travis, Executive Director  
San Francisco Bay Conservation & Development Commission  
30 Van Ness Avenue, Suite 2011  
San Francisco, CA 94102

Dear Mr. Travis:

On behalf of the joint committee of the Contra Costa and Solano Transportation Authorities, we are writing to seek your assistance in expediting the BCDC permit for the Carquinez Bridge project. We hope this matter can be placed before the Commission at your October meeting, given the brief "time window" for project construction.

It is our understanding that construction within the shallow waters of the Carquinez Straits may only occur from December 1 to March 31 because of impacts to the delta smelt. This time window limits construction scheduling, which must be carefully managed to avoid major delays in the overall delivery of the project.

We strongly supports Caltrans' effort to have work begin on the temporary access trestle and coffer dams by December 1. However, before this contract can be awarded, the State must have all of its project permits. This accelerates the schedule for Caltrans to obtain its BCDC permit, since this permit must be secured before the U.S. Coast Guard permit may be granted.

We would very much appreciate your assistance in ensuring that the BCDC permit application be presented to the Commission as soon as possible, given the need to take advantage of the Winter 1998 construction window and avoid delaying the project an entire year.

Sincerely,

  
Irma Anderson  
Contra Costa Transportation Authority

  
Steve Gizza  
Solano Transportation Authority

cc: Commissioner Rosemary Corbin  
Commissioner Jerry Hayes  
Commissioner Barbara Kondylis  
Commissioner Gail Ulkema

1340 Treat Boulevard  
Suite 150  
Walnut Creek  
CA 94596

PHONE:  
925/938-3970  
FAX:  
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<http://www.ccta.net>

C:\MyFiles\Staff\BOB\Letters 98\C\*



## San Francisco - Oakland Bay Bridge East Span Seismic Safety Project

### Release of Draft EIS and Public Hearings

Caltrans and the Federal Highway Administration have released the Draft Environmental Impact Statement (EIS)/Statutory Exemption for the San Francisco - Oakland Bay Bridge East Span Seismic Safety Project for public review. The public comment period will end on Nov. 9, 1998. The document may be viewed at the following locations: Caltrans District 4 Public Information Office, Contra Costa County Library in Pleasant Hill, John F. Kennedy Library in Vallejo, Metropolitan Transportation Commission in Oakland, Oakland Main Library and San Francisco Main Library.

Four public hearings have been scheduled to provide information on the project and to take public comments on the Draft EIS. An open house format for the public hearing is planned to allow you to drop in anytime during the designated hours to provide your comments. The document is also on the Caltrans Website ([www.dot.ca.gov/dist4](http://www.dot.ca.gov/dist4)).

Oakland	San Francisco	Walnut Creek	Vallejo
Wednesday, Oct. 14, 1998 5:00 p.m. to 8:00 p.m. Metropolitan Transportation Commission 101 - 8th Street Oakland, CA	Thursday, Oct. 15, 1998 Noon to 6:00 p.m. One Market Plaza Atrium One Market Street San Francisco, CA	Tuesday, Oct. 20, 1998 5:00 p.m. to 8:00 p.m. Contra Costa Christian High School 2721 Larkey Lane Walnut Creek, CA	Thursday, Oct. 22, 1998 5:00 p.m. to 8:00 p.m. John F. Kennedy Library 505 Santa Clara Street Vallejo, CA

*To submit written comments on the Draft EIS, mail comments to:*

**Mara Melandry, Environmental Manager, SFOBB, P.O. Box 23660, Oakland, CA, 94623-0660**

*For more information about the project, contact:*

Caltrans Public Information Office, P.O. Box 23660, Oakland, CA, 94623-0660, (510) 286-4444

e-mail address: [sfobb.Dist04@dot.ca.gov](mailto:sfobb.Dist04@dot.ca.gov)

web site address: [www.dot.ca.gov/dist4](http://www.dot.ca.gov/dist4)

*TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922*

October 14, 1998  
Agenda Item 6.0



DATE: October 7, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation:

That the STA Board approves the following attached consent items:

1. Minutes of Meeting of September 9, 1998
2. Draft minutes of September 30, 1998 TAC meeting
3. Bicycle Advisory Committee Appointment
4. Distribution of STAF Regional Paratransit Funds
5. STAF Claim of City of Benicia for Bus Purchase Match
6. Amendment to 1998-99 Contract with Moore Iacofano and Goltsman for SolanoLinks Marketing and Promotions
7. 1998-99 Contract with Nelson/Nygaard Consulting Associates for SolanoLinks Transit Coordination Activities
8. Reappointment of Jim Spering to the MTC Commission





**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
September 9, 1998**

**1.0 Call to Order - Confirm Quorum**

Vice Chair Slade called the meeting to order at 6:02 p.m. A quorum was confirmed.

<b>MEMBERS PRESENT:</b>	Steve Gizzi Loren Ferrero Marci Coglianese Barbara Kondylis Jim Spering Rischa Slade Dan Donahue	City of Benicia City of Dixon (Alternate) City of Rio Vista County of Solano City of Suisun City City of Vacaville City of Vallejo
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<b>MEMBERS ABSENT:</b>	Steve Lessler	City of Fairfield
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<b>ALSO PRESENT:</b>	Alan Nadritch Don Reynolds Morrie Barr Paul Hom Jim Weddell Paul Jewel Ann Jamison Bernice Kaylin Joyce Moody Martin Tuttle Dan Christians Matt Todd Stacy Medley	City of Benicia Caltrans City of Fairfield City of Vacaville CHP Nelson\Nygaard Consultants Nelson\Nygaard Consultants League of Women Voters Public STA STA STA STA
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**2.0 Approval of Agenda**

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

### **3.0 Executive Director's Report**

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

- Budget
- STP Planning Funds
- Advisory Ballot Measure
- Pothole Repair Bill SB 1477
- SolanoLinks
- Madere Bridge
- New Benicia-Martinez Bridge Span
- Reliever Route
- Capitol Corridor 5th Train
- Unmet Needs Hearing on October 14 at 4:00 p.m. in Suisun City Council Chambers

He mentioned that there would be a STA/CCTA Subcommittee meeting on September 17 in Benicia.

### **4.0 Comments/Update from Staff, Caltrans, and MTC**

Marty Tuttle mentioned that a letter from the PCC regarding the revised bus stop at the Solano Community College was included in their file folders. Also, the STA's requests for Section 3 bus funding was proposed to be part of the appropriations bill to be acted on by October 9 in Congress.

Matt Todd said that a Welfare-to-Work funding bill, AB 2454, was on the Governor's desk.

Dan Christians said that the newly released BikeLinks maps were included in the file folders.

Don Reynolds advised the Board that Caltrans was working on an offer for a replacement maintenance station in conjunction with the new Benicia-Martinez Bridge project.

### **5.0 Public Comment**

None.

### **6.0 Consent Agenda**

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

- 6.1 Minutes of Meeting of July 8, 1998**
- 6.2 Draft minutes of August 26, 1998 TAC meeting**
- 6.3 Bicycle Advisory Committee Appointments**
- 6.4 Resolution for EEMP Funding for Dixon-Davis Bike Route**
- 6.5 Scope of Work for Reliever Route EIS/R and Base Mapping Contracts**
- 6.6 Staff Job Description and Reclassifications**
- 6.7 Salary Increase and Promotion of Senior Planner**
- 6.8 Authorization to hire Deputy Director for Projects**

## **7.1 Support SB 1477- (Kopp) Local Streets and Roads Funding**

Martin Tuttle described this bill that would provide \$300 million for streets and roads repair to the cities and county. He said it was opposed by Caltrans but is awaiting the Governor's signature. A letter of support to the Governor is recommended.

After discussion, the STA board unanimously authorized the Chair to send a letter of support to the Governor on SB 1477 on a motion by Member Donahue with a second by Member Coglianese.

## **7.2 Solano Bikeway TDA Article 3 Back-up Funding**

Dan Christians said that the additional \$160,000 of TDA Article 3 funding was necessary to fully fund the Solano Bikeway. Both the TAC and BAC supported this proposal.

The STA board unanimously approved \$160,000 of 1999-2000 TDA Article 3 funds to cover the shortfall for the Solano Bikeway project, and replace the Dixon-Davis Bike Route until other funding can be secured, on a motion by Member Kondylis with a second by Member Gizzi.

## **8.1 Outreach Strategy for Transportation Advisory Measure F**

Martin Tuttle described the plans for Transportation Awareness Week scheduled for October 25-31. The theme would be "*Read Measure F*". Tuttle said that \$10,000 had been budgeted for this public information effort. Member Kondylis said that the Board should be careful and shouldn't talk about the measure. Member Coglianese also suggested that a legal opinion be sought. Jim Spering also agreed that counsel should review any documents that come out.

Martin Tuttle said that he had checked with the Agency Counsel about the appropriateness of this effort but would get an additional opinion. Dan Donahue asked what City Councils should be asked to do. Martin Tuttle said that they were just being asked to endorse Transportation Awareness Week.

## **8.2 TEA-21 Program Update**

Matt Todd updated the STA Board on the TEA-21 25% and 75 % programs. He said that the 25% is a discretionary program emphasizing operations and safety along the three designated corridors in Solano. The 75% program was more for maintenance and rehabilitation projects and will bring about \$5.6 million over three years (in addition to the \$2.7 million already programmed) to Solano jurisdictions. Matt said that he would bring back the 25% projects in October for review and November for action by the Board.

## **8.3 Travel Safety Study - Update**

Matt Todd described this study and the "Call for Projects" process with each of the cities and county public works staffs. Member Kondylis asked staff to find out more about the travel safety study recently released that showed Solano to be one of the most dangerous in the state. She also suggested that traffic-calming improvements be made to Fairgrounds Drive. Members' Gizzi and Slade also asked to see the preliminary list of projects.

#### **8.4 Electric Vehicles/Recharging Facilities Program**

Dan Christians updated the Board on the STA's recent application for regional Transportation Fund for Clean Air monies. He said that because the STA didn't propose any local match, the application did not score high enough to be funded. He said he planned to bring back a more comprehensive program for Board support at one of their next meetings. Vice Chair Slade said that the Vacaville Council recently heard a presentation on electric vehicles and they were very supportive of the effort.

#### **8.5 Report on 5-Year Intercity Transit Plan**

Dan Christians introduced Paul Jewel of Nelson Nygaard Consulting Associates who prepared the 5-Year Intercity Transit Plan. Paul said the plan had been prepared by the Intercity Transit Consortium to look at various short and long term transit needs along the I-80 and I-680 corridors. He said that the \$1.2 million FTA Section 3 grant the Consortium secured this past year was one of its big successes. An immediate short-term need was to extend Route 85 from Fairfield to Vacaville. Along the I-680 corridor it was recommended that additional markets be found to increase ridership on Route 40. He said the study also looked at long term solutions for alternative fuels and recommended certain equipment standards for intercity buses. Member Gizzi said he would be concerned about lengthening the route of buses into Contra Costa County since it might discourage ridership. Dan Christians said that after the Consortium had additional opportunity to provide input on the Plan, it would be brought back for action by the Board.

#### **8.6 Reliever Route Land Use Study Update**

Martin Tuttle updated the Board on the Reliever Route Study and the goal statement the subcommittee prepared to clarify their project goals. He handed out the MTC flyer on Transportation for Livable Communities (TLC) that highlights the Reliever Route as a TLC project.

#### **8.7 Awards Event**

Member Slade updated the Board on the Executive Committee's proposal to hold a fall awards event. She explained that more details will be provided later.

#### **8.8 Board Member Comments**

Barbara Kondylis said that the STA should have a year 2000 plan to make sure that we are not affected by this computer problem. She also asked for regular updates on Welfare-to-Work.

#### **8.9 Adjourn**

Vice Chair Slade adjourned the meeting at 7:15 p.m. (Next Meeting: October 14 at Suisun City Hall).



**DRAFT**  
**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the Meeting of**  
**September 30, 1998**

**Agenda Item 1. Call to Order**

The regular meeting of the Solano Transportation Authority (STA) Technical Advisory Committee (TAC) was called to order at 1:35 p.m. by Martin Tuttle at the STA conference room.

<b>PRESENT:</b>	Tom Addison	BAAQMD
	Julian Carroll	Caltrans, District 4
	Saaid Fakharzadeh	Caltrans, District 4
	Hilmer (Ace) Forsen	Caltrans, District 4
	Dan Schiada	City Of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Michelle Morris Brubaker	MTC
	Paul Wiese	Solano County
	Elizabeth Richards	Solano Commuter Information (SCI)
	Martin Tuttle	STA
	Dan Christians	STA
	Matt Todd	STA

**Agenda Item 2. Approval of Agenda**

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

**Agenda Item 3. Minutes of Meeting of August 26, 1998**

The minutes were approved as written on a motion by Janet Koster with a second by Morrie Barr.

**Agenda Item 4. Public Comment.**

None

**Agenda Item 5.        Comments from Staff, Caltrans, MTC**

Dan Christians said that a letter clarifying the scope of the three pending Project Study Reports was expected from Caltrans. These included PSR's on I-80 HOV lanes from Carquinez Bridge to Highway 4, the Cordelia Truck Scales on I-80, and the auxiliary lane on westbound I-80 from Travis Blvd. to Air Base Parkway. Gary Leach said he thought the PSR for the I-80 HOV lanes extended up to Highway 37. Ace Forsen said that the current study could only extend to Carquinez Bridge because of all the overcrossings that would be affected north of the bridge to Highway 37.

Matt Todd said that the MTC Unmet Needs Hearing will be held on October 14, at 4:00 p.m., in the Suisun City Council Chambers.

Martin Tuttle said that a decision in Congress on the Section 3 appropriations request the STA made for bus purchases was expected tomorrow. He said that SB 1477, the streets and roads maintenance bill was waiting on the Governor's desk but is likely to be vetoed.

Ace Forsen said that the last leg of the Cypress Freeway was opened today. It was on budget and a year ahead of schedule.

**Agenda Item 6.        Intercity Transit Consortium Update**

Matt Todd said the Consortium heard a presentation on transit kiosks, the SolanoLinks marketing program, the 5-Year Intercity Transit Plan, and revisions to their budget.

**Agenda Item 7.        FY 1997-98 Audit**

Martin Tuttle said that the 1997-98 STA Audit had been finished and there are fund balances of about \$75,405 for project development and \$47,476 for operations (minus a farebox penalty for Solano Paratransit). Gian Aggarwal asked if he could request about \$54,000 of the project development fund balance for a TSM match that they need to match a CMAQ grant he obtained for their bus transfer facility. Martin Tuttle said that all requests for the fund balance should be made prior to the next TAC meeting on October 28. Morrie Barr said that he thought these funds were intended for planning studies and consultant services, not for capital projects.

The TAC approved the budgeting of fund balances including \$75,405 to miscellaneous project development and \$47,476 (minus the Solano Paratransit farebox penalty) to operations contingency on a motion by Gian Aggarwal with a second by Janet Koster.

**Agenda Item 8.a.     TEA-21 25% Program**

Matt Todd provided the TAC with an updated list of recommended TEA-21 projects. He said that the Capitol Corridor kiosk project should also be included in the recommended projects. Matt said that the three corridors listed the projects and that the non-shaded projects scored the highest. He said that the TAC needed to reduce the total costs of the projects particularly for the I-80 Corridor which has over \$10,000,000 worth of projects. There was discussion on the Benicia park-and-ride lot, Sereno transfer facility in Vallejo, the Caltrans I-80 TOS project, and back-up problems on I-80 near Highway 37 because of Marine World traffic.

Julian Carroll suggested the STA should talk to Caltrans engineers to see if they could work out a modified project description on the TOS project instead of dropping it entirely. Saaid Fakharzadeh said if the TOS project doesn't receive TEA-21 funding there is no other STIP funding available.

Martin Tuttle concurred that staff should obtain a revised project description for the TOS project and include it in the recommended projects.

After further discussion on various projects and the scoring process the TAC supported sending the projects shown above the shading (including a rescoped TOS project and capitol corridor Kiosk) to the Board. The first \$4.1 million of projects (aggregate sum) on the list plus the rescoped TOS and Capitol Corridor Kiosk projects would have a higher priority than the remaining projects. The recommendation was approved on a motion by Janet Koster, with a second by Gary Leach.

#### **Agenda Item 8.b. TEA-21 75% Program**

Martin Tuttle said that Michelle Morris Brubaker would begin work at the STA on October 29. Michelle said that a program schedule was contained in the TAC packet. She said MTC would be sending out a Call for Projects on October 5. All project applications are due to the CMA's by November 23. There will be about \$5.6 million for Solano, in addition to the \$2.7 million already programmed. Michelle proposed that 10% off the top be designated for low cost safety projects.

Martin Tuttle said the program should be made as simple as possible and suggested that of the remaining funds, 80% be for streets and roads and 20% for transit. Morrie Barr asked if the funding could be allocated on a population basis and Michelle Morris Brubaker said that wasn't allowed. It was suggested that the jurisdictions might have target amounts and Michelle said she would see if that would be all right. She will come back at the October TAC with an update.

#### **Agenda Item 9. STAF Regional Paratransit Formula**

Matt Todd presented this report and said that the Consortium had recommended the formula at their last meeting. On a motion by Dan Schiada with a second by Morrie Barr the STA TAC unanimously approved the recommended STAF Regional Paratransit formula.

#### **Agenda Item 10. STAF Claim of City of Benicia for Bus Purchase Match**

Dan Christians presented this claim of the City of Benicia for \$67,000 of STAF funds to match \$15,000 of federal monies. On a motion by Dan Schiada with a second by Morrie Barr the STA TAC unanimously approved the claim

#### **Agenda Item 11. Electric Vehicle Priority Project**

Dan Christians described this report to make electric vehicles and recharging facilities a priority project of the STA. Tom Addison of the BAAQMD supported the request and said that the reason our request this year didn't score higher was because we asked for 100% funding from the TFCA program. He said that new guidelines would limit such requests to the incremental costs of the electric vehicle and a maximum of 50% TFCA funding. He said that there will be a display of electric vehicles on October 22 at the Navel Air Station. Mr. Addison also mentioned the Clean Cities Program that will provide \$100,000 of funding or \$5,000 per site for electric facilities. Morrie Barr said that park-and-ride facilities are ideal locations for recharging facilities.

**Agenda Item 12. Solano Bikeway Maintenance Issues**

Dan Christians said that this item was scheduled at the request of Gary Leach at the last TAC meeting. Gary said that Caltrans was requesting a maintenance agreement be signed for the Solano Bikeway project and that the responsibilities should be shared. Morrie Barr agreed that Class 1 projects take a lot more maintenance and suggested that some of the funding come from the proposed Countywide Sale Tax measure. Paul Wiese said that participation should be in proportion to the benefit. Martin Tuttle said that we should also look into the long-term needs and see if TDA Article 3 could be used for maintaining Class 1 routes.

On a motion by Morrie Barr with a second by Gary Leach the staff recommendation to prepare an interagency maintenance agreement was unanimously approved by the STA TAC.

**Agenda Item 13. Reliever Route Transportation/Land Use Corridor Plan Update**

Martin Tuttle updated the TAC on this study. He said that a public meeting will be held on October 14, at 7:00 p.m. at Vanden High School.

**Agenda Item 14. Travel Safety Study Update**

Matt Todd presented a list of safety projects, listed by various funding programs and requested all TAC members to review it. The next safety meeting will be on October 27 to review the draft plan.

**Agenda Item 15. Advisory Measure F/Transportation Awareness Week- Update**

Martin Tuttle updated the TAC on Transportation Awareness Week scheduled for October 25-31. The Agency Counsel said that it was appropriate as long as we don't take a position.

**Agenda Item 16. Draft 1998 Regional Transportation Plan**

Michelle Morris Brubaker said that today was the last day for comments on the RTP. She said that federally and state-funded projects need to be in the Plan. Gian Aggarwal asked if all proposed interchanges need to be in the Plan. Michelle said that locally funded projects just need to be in the TIP.

**Agenda Item 17. TFCA Program Update and Electric Vehicle Demonstration**

Tom Addison, BAAQMD, said that the maximum cost effectiveness of \$60,000 to remove a ton of emissions would be considered at a TFCA workshop scheduled for October 20.

**Agenda Item 18. Adjourn**

The meeting was adjourned at about 3:30 p.m. The next meeting will be held on October 28, 1998 at 1:30.

October 14, 1998  
Agenda Item 6.3



DATE: October 7, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: Bicycle Advisory Committee Appointment

The STA's Bicycle Advisory Committee (BAC) is required by MTC. The BAC is made of a citizen representative for each of the eight STA member agencies plus a member-at-large. The committee is responsible for preparing and updating the Countywide Bicycle Plan, and preparing the 5-Year Bicycle/Pedestrian Plan for TDA Article 3 funds. The practice is for the Mayor or Chairman of the Board of Supervisors to nominate a new committee member to the STA Board, and reappointments to an additional term have been made by the Board at the request of a BAC member.

The term for Theresa Andrews-Travers, Vacaville, will expire this December. The Mayor of Vacaville has nominated a new candidate, Stacy Ricks, to serve as their member for the next three-year term (see attached letters).

The BAC is still looking for new representatives for Fairfield and Rio Vista. BAC terms are for three years and we try to stagger them so they all don't expire at the same time. Therefore, the revised membership of the BAC is now recommended as follows:

<u>Jurisdiction</u>	<u>Member</u>	<u>Term Expires</u>
Benicia	Austin Gibbon	Dec. '99
Dixon	James Fisk	Dec. '00
Fairfield	Vacant	Dec. '99
Member-at-Large	Mick Weninger	Dec. '00
Rio Vista	Vacant	Dec. '00
Solano County	Randall Carlson	Dec. '01
Suisun City	Vacant	Dec. '98
Vacaville	Stacy Ricks	Dec. '01
Vallejo	Robert Powell	Dec. '00

Recommendation

Approve the above modified membership list and terms for the BAC.

Attachments

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



## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

OFFICE OF  
the City Clerk

September 17, 1998

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

Dear Mr. Tuttle:

It am pleased to inform you that the Vacaville City Council, at its meeting of September 8, 1998, unanimously endorsed Mayor Fleming's appointment of Ms. Stacy Ricks to the Solano County Bicycle Advisory Committee. She can be contacted at:

7595 Timm Road  
Vacaville CA 95688  
707-644-4401, X106 (work)  
423-0256 (pager)

If you need anything further, please call me at 449-5110.

Yours truly,

A handwritten signature in cursive script that reads "Kathy Andronico".

Kathy Andronico  
City Clerk

g/cm/bicycle-sta  
f: Solano Transportation Authority

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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COUNCIL MEMBERS  
DAVID A. FLEMING, Mayor  
LEN AUGUSTINE, Vice Mayor  
PAULINE CLANCY  
ERNEST KIMME  
RISCHA SLADE



## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

OFFICE OF  
The Mayor

September 17, 1998

Ms. Stacy Ricks  
7595 Timm Road  
Vacaville CA 95688

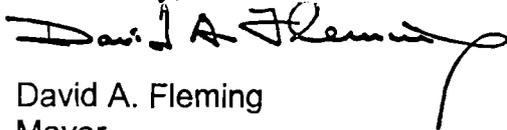
Dear Ms. Ricks:

It is with pleasure that I appoint you to serve as the City's representative on the Solano County Bicycle Advisory Committee. Your appointment was unanimously endorsed by the City Council at its meeting of September 8, 1998.

I will be forwarding your name and address to Mr. Marty Tuttle, Executive Director of the Solano Transportation Authority and I'm sure you will hear from him in the near future.

Thank you very much volunteering your time for the benefit of the City of Vacaville.

Yours truly,



David A. Fleming  
Mayor

DAF:ka/g/cm/bicycle appointment  
f: Council-Mayor appointments  
cc: Solano Transportation Authority

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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October 14, 1998  
Agenda Item 6.4



DATE: October 7, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: State Transit Assistance Regional Paratransit Fund

State Transit Assistance Funds (STAF) are derived from a portion of the statewide sales tax on gasoline and diesel fuel. The fluctuating funding levels, caused by the legislature's yearly appropriations, have traditionally geared these funds to one-time expenses.

A portion of these funds is reserved for Regional Paratransit services. This portion of the STAF is distributed based on the percentage of the disabled population of Solano compared to the rest of the 9 County Bay Area. These funds are intended for *paratransit operating and capital purposes to meet the regions requirements under the Americans with Disabilities Act (ADA)* (MTC Resolution 2310). The MTC resolution also states that *Claims for these funds shall be coordinated between the transit operators and claimants in each county and shall be endorsed by the Paratransit Coordinating Council.*

The City of Vallejo, the administrator of Vallejo/Benicia Run About, is proposing to claim Regional Paratransit funds for FY 1998-99 operating costs. The STA, the administrator of Solano Paratransit, has used these funds for capital purchases in the past, and would like this fund to accrue over multiple years and purchase replacement vehicles for its aging fleet.

The Consortium addressed the different ideas about how to use the Regional Paratransit funds between the two regional paratransit services. The Consortium looked at two statistics in particular, for a guide to base the funds distribution. The number of ADA trips provided in the north county was 55% of the trips in the county (south county trips were 45%). The number of ADA eligible citizens in the computer database had 55% living in the south county (north county ADA population was 45%). After further discussion, it was agreed that the funds should be distributed 50%/50% between the north county (Solano Paratransit participants) and the south county (Vallejo/Benicia Run About participants) operators, a combination of both the factors.

The distribution method the Consortium agreed to is as follows:

- Funds broken out between Run About participants and Solano Paratransit participants,
- Beginning balance for Run About is \$72,796,
- Beginning balance for Solano Paratransit is \$250,514,
- Run About will overdraw their share this year and make the Solano Paratransit system share whole within the next two years,
- Future funds in the STAF Regional Paratransit will be split between Run About and Solano

Paratransit 50/50 (based on the combination of ADA trips and ADA database population),  
-No restriction on the use of the funds (operating versus capital),  
-Future claims against STAF Regional Paratransit will be brought to the Consortium in the spring,  
-Distribution methods open to future revisions.

Recommendation

Approve the STAF distribution of funds proposed by the Consortium.

October 14, 1998  
Agenda Item 6.5



DATE: October 7, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: STAF Claim of City of Benicia for Bus Purchase Match

The City of Benicia is requesting \$67,000 of State Transit Assistance Funds (STAF) to match \$515,000 of federal funding they have secured to purchase one (1) fixed route bus and rehabilitate three (3) buses (see attached letter).

Staff calculates that there is approximately \$665,000 of available STAF Northern Counties funds through FY 1999. Recent policy for the use of these funds has been to spend them primarily on capital purchases where the need is greatest, the expenditure is cost effective, and the use supports regional services. In this case, the buses will be used to strengthen the I-680 service that provides regional connections to BART. Also, the substantial leveraging of the federal grant is a strong element of this request.

On August 26, the Intercity Transit Consortium approved the request and the TAC approved it on September 30.

#### Recommendation

Approve the request of the City of Benicia for \$67,000 of State Transit Assistance Funds.

Attachments



20 August 1998

Solano InterCity Transit Consortium  
Solano Transportation Authority  
333 Sunset, Suite 200  
Suisun City, Ca 94585

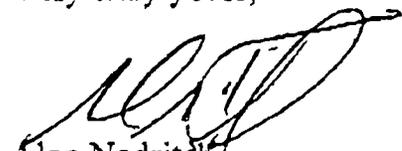
Ladies & Gentlemen:

About: Request for Funding Local Match of \$67,000 for Bus Rehabilitation  
and Bus Purchase

The City of Benicia has been successful in securing federal funding in the amount of \$515,000 towards the purchase of one (1) new fixed route bus and the rehabilitation of three (3) existing fixed route buses (see attached). The local match required for this project is \$67,000. Therefore, the City respectfully requests the Consortium recommend to the Solano Transportation Authority Board that funds in the amount of \$67,000 be appropriated from the State Transit Assistance (STA) Northern Counties Allocation Fund for this project. It is my understanding that some \$700,000 is in this Fund and the use of these moneys for local match capital purchases is appropriate and in accordance with past practice.

Should you have question or comment concerning the City's request, please feel free to contact me at 746.4223.

Very truly yours,



Alan Nadritch  
Finance Director

AUTHORIZATION TO PROCEED

FEDERAL AID PROGRAM		CALIFORNIA DEPARTMENT OF TRANSPORTATION	
PROJ LOCATOR	04-SOL-0-BEN		
PREFIX	STPL	PROJECT LOCATION	
PROJECT NO	5003(008)	04-SOL-0-BEN, FTA TRANSF.; GRANT # CA-90-X878	PREV. AUTHORIZATION
SEQ NO	1		-----
DIST-EA	04-928645L	TYPE OF WORK	PE
AGENCY	BENICIA	REPLACE(1) & REHAB(3) BUSES	R/W
ROUTE	NA	FED. RR NOS	CON
TIP DATA:		FUC CODE(S)	
MFO/YEAR	MTC	EXEMPT FROM FHWA REVIEW	APPR CODES QB4
DATE	97/98	ENV STATUS	LINE NOS 30
SHEET	II-245	R/W STATUS	WORK CLASS 3
URBANIZED		POPULATION	FUNC. CL. NR06
URB/RURAL	RURAL AREA	BRIDGE NOS	

PHASE	PROJECT COST	FEDERAL COST
-----	-----	-----
PREV. OBLIGATION	0	0
CON THIS REQUEST	582,000	515,000
SUBTOTAL	582,000	515,000
-----	-----	-----
TOTAL	582,000	515,000

This Authorization to Proceed is not a commitment on the part of state to make reimbursements until the Program Supplement Agreement is executed by the Agency and State and Federal-aid Project Agreement (PR-2) is executed by the State and FHWA.

PFNO - 04-9800020 04-9800083

STATE REMARKS

04-SOL-0-VAL; STPL-5003(008); \*EXEMPT project; This is an FTA Transfer  
 Project - FTA Grant No. CA-90-X878

COST SUMMARY	TOTAL	PART.	FED/QB4(3AK)	LOCAL
Bus Purchase (1)	\$ 223,900	\$ 223,900	\$ 198,000	\$ 25,900
Bus Rehab (3)	358,100	358,100	317,000	41,100
TOTAL	\$ 582,000	\$ 582,000	\$ 515,000	\$ 67,000

AUTHORIZATION TO PROCEED WITH OTH

OTH; FTA TRANSFER

PREPARED BY MOE SHAKERNIA ON 06/22/98 (510)286-5236  
 REVIEWED BY BILL SANDOVAL ON 07/09/98 (916)653-4231  
 AUTHORIZED BY B. SANDOVAL ON 07/09/98

OBLIGATED BY A COTTON ON 07/09/98





DATE: October 7, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: Amendment to 1998-99 Contract with Moore Iacofano and Goltsman for SolanoLinks Marketing and Promotions

On July 8 the STA Board approved a \$90,000 contract with Moore Iacofano and Goltsman for the 1998-99 SolanoLinks Marketing and Promotions. This was budgeted from the \$128,825 of STAF funds budgeted for the SolanoLinks Intercity Transit program. To date, we have already published newspaper ads for Benicia Transit, Solano BART Express Route 40 and Vallejo Route 92. To date, our new Intercity transit brochure design is almost complete, the SolanoLinks web site was upgraded, and an ad was been purchased on the new Fairfield Chamber of Commerce electronic kiosk (\$350). Some additional Consortium marketing activities are now planned for the rest of the year, with this contract amendment of an additional \$45,971.55:

1. Additional copies (increased from 15,000 to 20,000) of the new SolanoLinks Intercity Transit brochure and map to be printed for a wider public distribution.
2. Since the ridership for the Vallejo ferry feeder bus Route 92 (funded by the BAAQMD Transportation Fund for Clean Air) has increased dramatically from about 86 daily passenger boardings this spring to about 200 daily boardings this summer after the first coupon ran in July, we are planning to have additional quarterly ads for this route.
3. We printed an insert for the Unitrans/UC Davis direct mailing that went out at the end of September to all 25,000 City of Davis households and U.C. Davis students for Citylink Route 30 and Baylink Feeder Bus Route 100.
4. The design has commenced for exterior bus posters that will be printed for intercity buses promoting Transportation Awareness Week, October 25-31.
5. Work has commenced on updating our web site with the Solano Transportation Plan
6. Transit schedule covers are \$8,423.66 and Rideshare Week posters totaling \$7,547.89 were printed for Solano Commuter Information (SCI). Both of these costs will be reimbursed by SCI.

#### Recommendation

Authorize the Executive Director to execute a contract amendment in the amount of \$45,971.55 for the 1998-99 SolanoLinks Marketing and Promotions program with Moore Iacofano and Goltsman using \$30,000 already budgeted from STAF funds and \$15,971.55 budgeted from SCI funds.





DATE: October 7, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: 1998-99 Contract with Nelson\Nygaard Consulting Associates for SolanoLinks Transit Coordination Activities

Nelson\Nygaard Consulting Associates has been working with the SolanoLinks Intercity Transit Consortium to prepare various transit coordination activities. This past fiscal year they prepared the 5-Year Intercity Transit Plan that recommended various short and long term implementation measures that would improve services along the I-80 and I-680 corridors.

As a follow-up to the five-year plan, it is recommended that Nelson\Nygaard be retained to provide two additional tasks as follows:

**Task 1. Identify Costs, Ridership, and Net Subsidy for Extension of Route 85**

This task will further analyze the proposed service, estimate the projected operating costs, and determine the expected net ridership and net subsidy for an extension of Vallejo Route 85 from Fairfield to Vacaville. Based on this data, the proposed survey (Task 2) and any other route data available, a proposed funding formula would be developed for the cities benefiting from this extension.

**Task 2. Collect Data for Use in Enhancing Ridership Projections for the Route 85 Extension**

This task will consist of a data collection effort, which will provide the transit operators with much more detailed current data for use in projecting Route 85 ridership. It is anticipated that Solano Community College will be one of the primary markets for the Route 85 extension. Based on names and addresses to be obtained; of Vacaville residents who attend the college, the consultant will send surveys to those students and gather information about their travel habits, willingness to use transit, demographics, etc. That data will be used to fine-tune the Route 85 extension ridership projections.

The Consortium reviewed these items at their meeting on September 30. These tasks will cost a maximum of \$8,475 to be paid from the remaining portion of the \$128,825 of State Transit Assistance Funds (STAF) already claimed by the STA for transit implementation and marketing activities for 1998-99. After a total of \$120,000 of STAF is budgeted for marketing (Agenda Item 6.6), and a \$350 is budgeted for a direct charge the STA paid for an ad on the Fairfield Chamber of Commerce kiosk, the 1998-99 SolanoLinks budget will be fully committed for the year with the costs of these two additional tasks.

**Recommendation**

Authorize the Executive Director to enter into a contract for \$8,475 of STAF funds with Nelson\Nygaard Consulting Associates for 1998/99 transit implementation activities and budget \$350 of STAF revenue/expenditure for supplies and materials to cover the cost of the Chamber of Commerce kiosk ad.



October 14, 1998  
Agenda Item 6.8



DATE: October 2, 1998  
TO: STA Board  
FROM: Don Erickson, Chairman  
RE: Reappointment of Jim Spering to the  
Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) requested the Solano County City Selection Committee to begin consideration of the renomination of Mayor Jim Spering, or the nomination of a new representative, for a new four year term beginning February 10, 1999 (letter attached).

Given the Solano Transportation Authority's (STA) first-hand exposure to the results of Mayor Spering's leadership at MTC, I recommend that the STA Board support his renomination as Solano's representative by sending the attached letter of support to Mayor Fred Harris, Chairman of the Solano County City Selection Committee/Solano County Mayors Conference.

Recommendation

Support the renomination of Mayor Jim Spering as Solano's representative on the MTC and authorize the chairman to send the attached letter to the chairman of Solano County City Selection Committee/Solano County Mayors conference.

Attachments

# DRAFT

The Honorable Fred Harris, Chair  
Solano County City Selection Committee/  
Solano County Mayors Conference  
City Hall  
PO Box 745  
Rio Vista, CA 94571

Dear Fred:

The Solano Transportation Authority (STA) Board of Directors supports the renomination of Mayor Jim Spering as our county's representative on the Metropolitan Transportation Commission (MTC).

Mayor Spering's leadership at MTC has helped position Solano County to be more competitive than ever for state and federal funding. He is well respected throughout the region for his expertise concerning the complex transportation funding process. His straight forward approach to problem-solving has helped us work out issues with our neighboring, larger urban counties that might not otherwise have occurred.

For example, our successful advocacy effort to upgrade the proposed new bridge structures at Benicia-Martinez and Carquinez to accommodate rail in the future is a credit to the reasoned approach Mayor Spering used in articulating our interests to his colleagues at MTC and other Bay Area transportation agencies.

Finally, Mayor Spering's tireless advocacy at MTC to better link landuse planning and transportation has resulted in the recent creation of the Transportation for Livable Communities (TLC) program. The I-80 Reliever Route project has received TLC funding to help us develop a consensus on a comprehensive corridor plan to promote transit, open space and other enhancements as part of the project.

Mayor Spering's leadership and commitment to our county's mobility clearly warrant another term on the MTC. Please let me know if you would like additional information.

Sincerely,

Don Erickson  
Chairman

Post-It™ brand fax transmittal memo 7671 # of pages »	
To: <i>Marty Tuttle</i>	From: <i>Francis Chan</i>
Co.	Co. <i>MTC</i>
Dept.	Phone #
Fax # <i>707-438-0652</i>	Fax #

METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel.: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

September 30, 1998

*James P. Spering, Chair*  
Solano County and Cities

*James T. Beall Jr., Vice Chair*  
Santa Clara County

*Keith Artell*  
U.S. Department of Housing  
and Urban Development

*Jane Baker*  
Cities of San Mateo County

*Sharon J. Brown*  
Cities of Contra Costa County

*Mark DeSautier*  
Contra Costa County

*Dorena M. Glascoff*  
U.S. Department of Transportation

*Mary Griffin*  
San Mateo County

*Ellen Harris*  
Cities of Alameda County

*Tom Hsieh*  
City and County of San Francisco

*Mary V. King*  
Alameda County

*Steve Kinsey*  
Marin County and Cities

*Jean McCuen*  
Cities of Santa Clara County

*Charlotte B. Powers*  
Association of Bay Area Governments

*Jon Rubin*  
San Francisco Mayor's Appointee

*Angelo J. Sironica*  
San Francisco Bay Conservation  
and Development Commission

*Kathryn Winter*  
Napa County and Cities

*Stewart Wright*  
Sonoma County and Cities

*Herry Yabusa*  
State Business, Transportation  
and Housing Agency

*Lawrence D. Dabms*  
Executive Director

*William F. Hein*  
Deputy Executive Director

The Honorable Fred Harris  
Chair  
Solano County City Selection Committee/  
Solano County Mayors Conference  
City Hall  
P.O. Box 745  
Rio Vista, California 94571

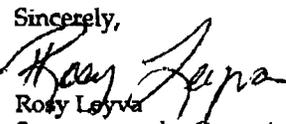
Dear Chair Harris:

According to Metropolitan Transportation Commission (MTC) enabling legislation, all Commissioners are appointed to concurrent four year terms. Your representative on MTC, James P. Spering's term expires on February 9, 1999. I have been asked by the Commission to request that the City Selection Committee begin consideration of the nomination of Mr. Spering for reappointment, or the nomination of a new representative, for the County Board of Supervisors to appoint, for a new four year term that commences February 10, 1999.

Enclosed, for your information, is a copy of MTC's enabling legislation. Members of MTC may be elected or appointed officials, or members of the general public. Pursuant to Government Code Section 66504: "Commissioners shall be selected for their special familiarity with the problems and issues in the field of transportation." According to MTC's enabling legislation, nominees shall be selected by the City Selection Committee of Solano County, for the Board of Supervisors to consider for appointment.

MTC Commissioners should expect to serve on one or more of the Commission's standing, special or advisory committees. Usually, the Commission and each committee meet once a month in Oakland. From time to time, the Commission may conduct public hearings in the MTC region which MTC Commissioners may be requested to attend. A \$100 per diem (up to a maximum of \$500 per month) plus Commission authorized travel expenses are paid to members for attendance at meetings of their committees, the Commission and public hearings held by the Commission.

Should you wish additional information concerning the Commission or responsibilities of its members, please contact me. The Commission would appreciate being notified of the appointment or reappointment of a representative as soon as possible.

Sincerely,  
  
Rosy Leyva  
Secretary to the Commission

RL:L-SolanoCitySelectionComm.  
Enclosure (1)  
cc: Commissioner James P. Spering  
Maggie Jimenez, Clerk of the Board of Supervisors





DATE: October 7, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: FY 1997-98 STA Audit

The annual audit of the Solano Transportation Authority for FY 1997-98 has been submitted by Macias, Gini and Company. A copy of the final audit will be available at the meeting.

As outlined in the audit and confirmed in the attached memorandum from the City of Vacaville Finance Department (attachment A), there is a net fund balance of \$84,971 in Project Development funds (unused funding, interest earned). The source of funds is gas tax contributions that are flexible funds and available to advance priority projects. Staff recommends that these funds be for miscellaneous project development activities, subject to STA TAC and Board approval of specific proposals. This would increase the current budget for FY 1998-99 project development from \$110,000 to \$194,971.

Staff will solicit project development proposals from the TAC and SolanoLinks Consortium for the Board to consider in November.

In addition, the audit confirmed \$47,328 in carryover operations funds (see attachment B). The carryover balance is due to unused salaries and benefits (approximately \$7,500), services and supplies (approximately \$4,500), contingency (\$22,000) and earned interest (\$12,194). Staff recommends that these funds remain as fund balance -- minus this year's farebox penalty for Solano Paratransit (\$1,445). This fund balance would be used to offset member agency contribution needed for the 1999-00 STA operations budget.

In regard to the Solano Paratransit penalty, we are working with MTC and exploring operational improvements to attain the minimum 10% farebox return ratio. The penalty must be paid by non-TDA funds.

#### Recommendation

(1) Budget the expenditure of \$84,971 of FY 1997-98 project development fund balance from gas tax contributions into miscellaneous project development activities, (2) budget \$1,445 of the \$47,328 in carryover in FY 1997-98 operations funds to finance the 1997-98 farebox penalty for Solano Paratransit and (3) maintain the balance of carryover in FY 1997-98 operations funds (\$45,883) as fund balance to offset member agency contributions needed for the STA's 1999-00 operations budget.

Attachments

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



Attachment A

# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

DATE: October 7, 1998

TO: Martin Tuttle, Executive Director  
Solano Transportation Authority

FROM: Dawn Van Gorden, Accountant *A*  
City of Vacaville

SUBJECT: Special Revenue Fund – Project Development June 30, 1998 Fund  
Balance

This memo updates the figures used in the September 22, 1998 memo from Joan Wallace.

As you requested, we have reviewed the fund balances reported in the Solano Transportation Authority's (the Authority) Draft General-Purpose Financial Statements for the year ended June 30, 1998. The Special Revenue Funds' use of fund balance is legally restricted by grant agreements.

The Special Revenue Fund – Project Development unreserved Fund Balance at June 30, 1998 is reported in the Draft as \$106,782. The Authority has already budgeted the use of \$21,811 of this balance for 1998/99, thus leaving \$84,971 available for future allocations by you and your Board. Please note that this number comes from a draft document and changes are possible; however, no changes are anticipated to the Special Revenue Fund – Project Development balance.

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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COUNCIL MEMBERS  
 DAVID A. FLEMING, Mayor  
 LEN AUGUSTINE, Vice Mayor  
 PAULINE CLANCY  
 ERNEST KIMME  
 RUSCHA SLADE



Attachment B

# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

DATE: October 7, 1998

TO: Martin Tuttle, Executive Director  
 Solano Transportation Authority

FROM: Dawn Van Gorden, Accountant *J*  
 City of Vacaville

SUBJECT: General Fund, June 30, 1998 Fund Balance

This memo updates the figures used in the September 22, 1998 memo from Joan Wallace.

As you requested, we have reviewed the fund balances reported in the Solano Transportation Authority's (the Authority) Draft General-Purpose Financial Statements for the year ended June 30, 1998. The Special Revenue Funds' use of fund balance is legally restricted by grant agreements. The General Fund obtains its revenue from the Cities and County on the Authority's Board and expends these funds as approved by the Board.

The General Fund unreserved Fund Balance at June 30, 1998 is reported in the Draft as \$95,877. The Authority has already budgeted the use of \$48,549 of this balance for 1998/99, thus leaving \$47,328 available for future allocations by you and your Board. Please note that this number comes from a draft document and changes are possible; however, no changes are anticipated to the General Fund balance.

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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TOTAL P.02



October 14, 1998  
Agenda Item 8.1



DATE: October 7, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: Redesign of the New Benicia-Martinez Bridge project

Boardmember Steve Gizzi and I, along with Benicia Mayor Jerry Hayes, attended a meeting with Caltrans staff on September 25 to review a proposal to redesign the I-680/780 interchange portion of the new Benicia-Martinez Bridge project. The proposal, a product of a Value Analysis for the project that was completed in July, would result in a cost saving of \$10-12 million, but delay the current project schedule by six-eight months.

Caltrans proposes to redesign the interchange at the Solano side of the bridge to provide a "Y" split configuration, so that the northbound I-680 (to Cordelia) traffic would diverge on the right side and westbound I-780 (to Benicia/Vallejo) traffic would stay on the left side approaching the county. The current design has the I-780 traffic diverging to the right side of the bridge, with an elevated off-ramp connecting to I-780 (see attached Graphic A- current design).

As shown in Graphic B, the "Y" split configuration eliminates the need for the elevated I-780 off-ramp. In addition to the cost savings, the lower profile of the interchange appears more aesthetically desirable.

Attached is a fact sheet on the "pros" and "cons" of the proposal. In addition to the project schedule being pushed back six-eight months (current schedule: construction begins 9/99, project completed end of 2003), the proposed redesign would require an additional structure in the future to accommodate rail. A stub-out would be provided in the main span to link to a future rail structure, which is estimated to cost approximately \$5 million. This new rail structure would be pursued when commuter rail service to central Contra Costa County becomes feasible.

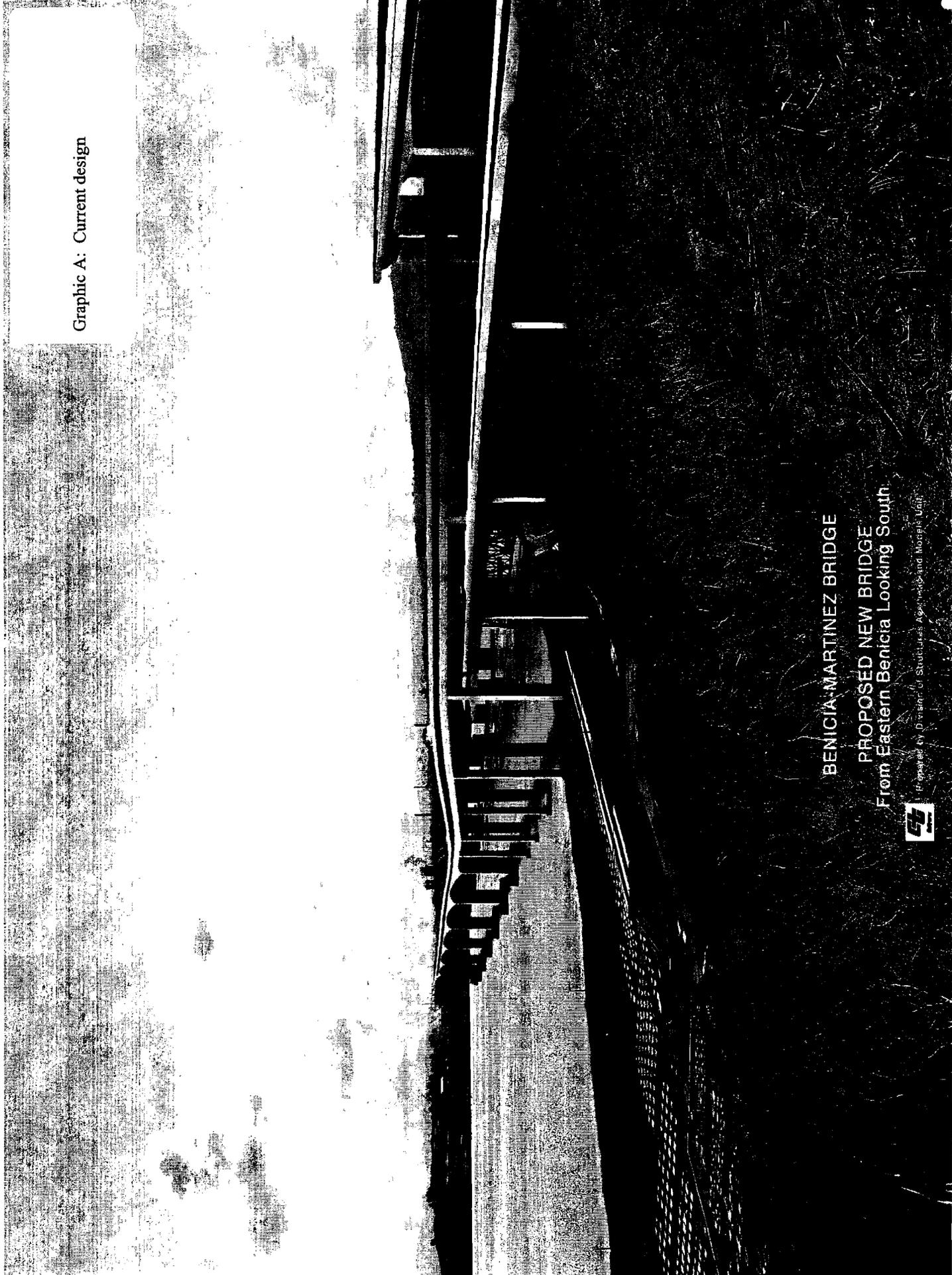
Staff recommends support for the proposed "Y" split configuration for the new I-680/780 interchange in view of its cost savings and enhanced aesthetics. Staff also recommends the Board continue to aggressively monitor the project schedule, in conjunction with the Contra Costa Transportation Authority/STA Subcommittee, and assist Caltrans with any issues that might result in additional delays to the long-awaited construction of the new bridge.

#### Recommendation

Support the Caltrans recommendation to redesign the I-680/780 interchange to provide a "Y" split configuration.

Attachments

Graphic A: Current design



**BENICIA-MARTINEZ BRIDGE**  
**PROPOSED NEW BRIDGE**  
From Eastern Benicia Looking South.

Prepared by Division of Structures, Agencies and Materials Unit



Graphic B: "Y" split redesign



BENICIA-MARTINEZ BRIDGE  
PROPOSED NEW BRIDGE ALTERNATIVE "Y"  
From Eastern Benicia Looking South.



Prepared by Division of State Water Resources and Marine Affairs

## FACT SHEET

### **I 680/780 "Y" SPILT CONFIGURATION AT NORTH END OF NEW BENICIA – MARTINEZ BRIDGE**

#### **PROJECT DESCRIPTION:**

The Benicia-Martinez Bridge Project constructs a second highway bridge across the Carquinez Strait east of the existing Benicia-Martinez Bridge, Union Pacific Railroad Bridge, and a pipeline corridor. The project also includes the construction of a new toll facility, the reconstruction of the I-680/780 Interchange and portions of the I-680/Marina Vista Interchange, provision for bicycles and pedestrians, accommodation for a future rail transit facility, and the necessary connections to the existing approaches.

#### **CURRENT PREFERRED ALTERNATIVE:**

The current preferred alternative for the I-680/780 interchange at the north end of the new main span bridge includes the following geometric configuration. The I-780 connector diverges to the right side of the main span bridge, the I-680 connector continues on the left side and the future transit track would be located on the left side of the I-680 connector. The future rail transit will be located in the median along the I-680 corridor, will cross the Carquinez Strait on the west side of the main span structure and continue along the left side of the I-680 connector. This alternative provides space on the new I-680 structure that will allow the future transit project to cross the Carquinez Strait without the need to construct an additional structure.

#### **VALUE ANALYSIS PROPOSAL:**

The Value Analysis for the proposed Benicia-Martinez Bridge project was completed on July 1998 and included several cost saving recommendations. One of the recommendations proposes to redesign the I-680/780 interchange to provide a "Y" split configuration, so the northbound I-680 traffic would diverge on the right side and the westbound I-780 traffic would stay on the left side at the north end of the main span bridge. We have discussed the geometric changes required to revise the preferred alternative with FHWA and our Headquarter design coordinator and obtained verbal approval for the proposed alignment.

This "Y" split alignment will require some additional accommodation for future transit use of the main span. Since the rail transit will be located on the left side of the structure and the transit alignment will follow the I-680 corridor; a rail transit structure will need to be constructed in the future. This additional structure will connect to a "stub-out" on the left side of the main span, proceed northerly under the I-780 connector and terminate in the median of I-680. Preliminary geometrics have been prepared for the future rail transit alignment to determine feasibility. These geometrics are currently being reviewed by BART to ensure conformity to their alignment standards.

### ADVANTAGES OF THE "Y" SPLIT PROPOSAL:

The are several advantages to the proposed alternative. These include:

- Reduced structure costs.
- Lower profiles for the northbound I-680 to westbound I-780 and eastbound I-780 to northbound I-780 connector structures.
- Reduced structure transition over water.
- An estimated cost saving of \$10 to \$12 million. These are conservative cost savings and a more detailed analysis could identify additional cost savings for the overall project.
- Seismically more desirable structures due to lowering interchange by one level.
- Moving the gore area north reduces temporary impacts of construction activities, such as falsework construction, on the Carquinez Straight.
- Segmental erection is limited to a single structure (main span) and is eliminated from the I-680/780 Interchange modifications contract (04-006061).

### DISADVANTAGES OF THE "Y" SPLIT PROPOSAL:

The disadvantages to the proposed alternative are as follows.

- The Environmental Document will need to be re-evaluated. This may cause some delays, however most of the work is anticipated to take place concurrently.
- To accommodate future rail, an additional structure will need to be constructed and connected to the main span structure. This proposed rail structure will diverge to the left side of the northbound I-680 and conform at grade on the existing median along the I-680. The proposed structure is under review by BART.
- The estimated cost for the future transit structure is approximately \$5 million. The existing design provides for future rail on the main span structure and would not require an additional structure at this location for rail.
- A stub-out would have to be provided in the main span structure to facilitate construction of the future transit structure.
- Additional time and expense to re-design portions of the main span contract (04-006031) and the I-680/780 Interchange modifications contract (04-006061). The approximate schedule delay projection at this time is approximately six to eight months.

Post-It™ brand fax transmittal memo 7671		# of pages ▾	
To	Martin Tuttle	From	MO PAZOOKI
Co.	Solano County	Co.	Caltrans
Dept.		Phone #	(510) 286-5118
Fax #	(707) 438-0656	Fax #	(510) 286-6187



October 14, 1998  
Agenda Item 8.2



DATE: October 7, 1998  
TO: STA Board  
FROM: Alan Nadritch and Dan Christians  
RE: Resolution Supporting Benicia/Martinez Ferry Study

The City of Benicia has completed the Benicia/Martinez Ferry Study dated July 1, 1998 (see attached plan). This project was a 1997/98 Priority Project and the STA contributed \$2,000 to the effort.

The study looked at the potential of providing regional ferry service from Martinez and Benicia to San Francisco. This was a follow-up to the MTC Regional Ferry Plan that recommended this service as one of the four best potential ferry routes in the Bay Area.

The study concluded that the route is technically feasible and could generate ridership and financial performance comparable to other services on the Bay. Although the estimated costs of the necessary docking facilities and the acquisition and operation of a high speed vessel are substantial, there are various action items that are suggested to keep this project moving forward.

Alan Nadritch has been invited to make a presentation to the STA Board on the study results.

#### Recommendation

Approve the attached resolution supporting the Benicia/Martinez Ferry Study.

Attachment

**RESOLUTION 98-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
SUPPORTING THE BENICIA/MARTINEZ FERRY STUDY AND ENDORSING THE  
PROPOSED ACTION PLAN**

**WHEREAS**, the City of Benicia retained consultants to prepare a study to evaluate issues, service funding, and opportunities associated with regional ferry service for the cities of Benicia and Martinez; and

**WHEREAS**, the consultants identified estimated dock improvement costs, estimated ridership, and estimated capital and operating costs; and

**WHEREAS**, the study suggested action items including participation in feasibility studies, continued advocacy, seeking partnerships, seeking funding and to plan and implement the proposed improvements as soon as possible.

**NOW THEREFORE BE IT RESOLVED THAT** the Solano Transportation Authority hereby supports the Benicia/Martinez Ferry Study.

---

Don Erickson, Chairman  
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 14th day of October, 1998.

---

Martin Tuttle, Executive Director  
Solano Transportation Authority

# Benicia-Martinez Ferry Study

---

July 1, 1998

Prepared for the  
Cities of Benicia and Martinez

by  
William R. Gray and Company and  
Pacific Transit Management Corporation

# Table of Contents

Executive Summary .....	1
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Facilities .....	3
Patronage .....	8
Estimated Capital and Operating Costs .....	10
Conclusions and Recommendations .....	11
Action Items .....	12

## **Executive Summary**

The Cities of Benicia and Martinez have expressed interest in regional ferry service for some time. Routes to San Francisco and between Benicia and Martinez were evaluated in the Bay Area Regional Ferry Plan, prepared for the Metropolitan Transportation Commission (MTC) in 1992. The Martinez to San Francisco route was recommended as one of four potential routes with the most potential. The plan recommended further study. The MTC study concluded that an independent Benicia-San Francisco ferry service was not feasible for two reasons, insufficient ridership and the proximity to the Vallejo ferry service.

Both communities have expressed a desire to define issues related to implementing ferry service and develop a context for implementing a demonstration of ferry service between the two cities and other connections. William R. Gray and Company in cooperation with Pacific Transit Management were retained to identify and evaluate issues and opportunities related to regional ferry service for Benicia and Martinez. The purpose of this study is to review work completed to date by others, identify issues and develop, if feasible, a strategy to fund ferry demonstration service for Benicia and Martinez. The intent of this work is to provide sufficient information for each City to conduct a policy discussion on how they wish to proceed.

A Martinez to San Francisco ferry route, with a stop in Benicia, is technically feasible and could generate ridership and financial performance comparable to other services currently on the Bay. However, appropriate docking facilities are lacking in both cities. In addition, the high cost of entry to the market, since an appropriate speed new vessel would cost \$8-9 million, makes it difficult to get the service started. With no real "spare" vessel available for charter at this time, it is not really possible to do a short-term demonstration service for San Francisco service.

Although there is interest in both cities for creating new docking sites outside existing marinas (foot of 1st Street in Benicia, west of the marina in Martinez), initial service may need to be operated from within the existing marinas. This would be a way of "testing the market" prior to full facility development. Minor modifications to the visitor/fuel dock in Benicia would be adequate, a new visitor/guest dock and some reconfiguration of "A" dock are required in Martinez.

## **Background**

Many of the recommendations for existing ferry services in the 1992 Bay Area Regional Ferry Plan have been implemented. In addition, plans for a new ballpark on the water at China Basin, a new football stadium and mall at Candlestick, and reuse plans for Treasure Island including a potential theme park and sports center have started to take shape. All of these projects could utilize ferry transportation as a key travel mode. There could be a tremendous expansion in Bay Area ferry routes within the next five to ten years. These potential new markets, when combined with the success of recently implemented ferry improvements and the outstanding performance of the ferry system during the BART fall 1997 strike, have encouraged a further look at feasible routes. In response, both MTC and the Bay Area Council are conducting additional studies.

Both Benicia and Martinez have adopted planning policies encouraging development of ferry services. The Benicia Waterfront Restoration Plan Appendix A contains the following Waterfront Community Objectives:

- ▶ a ferry to San Francisco or local destinations is an appropriate use.

In the City of Martinez, a ferry dock and parking area in the marina were included as elements of the Martinez Intermodal Project. The 1993 Martinez Marina Master Plan included a site for an internal ferry dock, including reconfiguration of existing berths to facilitate ferry access, and a ferry plaza. The City received a small Federal Highway Administration Section 1064 grant toward ferry facility improvements.

## Constraints to Operation

It is certainly technically feasible to provide ferry service from Martinez and equally feasible from Benicia. With current 33-35 knot ferry technology such as that utilized in Vallejo, a route to San Francisco from Martinez via the Carquinez Strait and San Pablo Bay would take approximately 55 minutes. Travel time from Benicia to San Francisco would be approximately 50 minutes. Service from Martinez with a stop in Benicia would add approximately 8 to 10 minutes for those traveling from Martinez, depending on the location of the Benicia ferry dock. There are two primary constraints to providing such ferry service, the lack of current appropriate facilities and lack of funding sources for capital and operating subsidies.

## Facilities

*Martinez.* We have previously evaluated the feasibility of a Martinez to San Francisco ferry. Investigation of docking facility needs in Martinez suggest a location either adjacent to the Harbor Master's office in the Martinez marina or using a portion of the historic ferry slip outside the existing marina. The coastal engineer's concept level engineering and cost analysis clearly favors the development of the ferry terminal at the historic ferry slip. In addition to cost, the fundamental difference between the ferry docking alternatives inside the marina and those outside is the relatively crowded conditions in the marina for ferry vessels of the length now designed for high speed travel in San Francisco Bay. Maneuvering a 30 to 40 meter vessel will be extremely tight inside the marina given the existing alignments of A and B docks. Reorienting the corner of A dock and relocating the fuel and visitor docks does make it feasible to locate the ferry dock in the marina, but conditions will be constrained, maneuvering will be tight, and other boats, including those being launched, will not be able to pass in and out of the marina through the main channel while the ferry is underway. There is also increased risk of damage to other vessels or more likely perception of damage to other vessels as a result of operation of large ferries inside the marina.

Another fundamental element in their recommendation is the amount of on-going dredging that will be required inside the marina versus that at the historic ferry dock. Dredging a channel three to four feet deeper than the surrounding vessel berthing area may create a "sediment trap" that will require more frequent dredging to remain open for ferries and other large vessels. Besides the cost implications of dredging, the permitting and disposal requirements for dredging makes it difficult to do on a one-time or repetitive basis.

The most negative aspect of utilizing the historic ferry slip for ferry service is the long walking distance from the parking lot and proposed ferry plaza. There would not be a natural linkage or flow between the pedestrian areas of the marina and the dock. While comparable to a walk from parking to the platform at a BART Station, the approximately 750 to 800 foot walking distance to the end of the mole would diminish the visibility of the service and the marketing aspect for ferry service relative to having the vessel dock near the shore inside the marina. Although increasing pedestrian access time, it may not in fact increase the total journey time, since the ferry trip will be shorter. The extremely slow vessel speed required inside the marina would extend vessel travel time relative to docking at the historic ferry slip. It is also not feasible to fuel a ferry or pump out sewage at the historic slip unless expensive lines are installed in the mole.

*Potential Martinez Marina Docking Site*

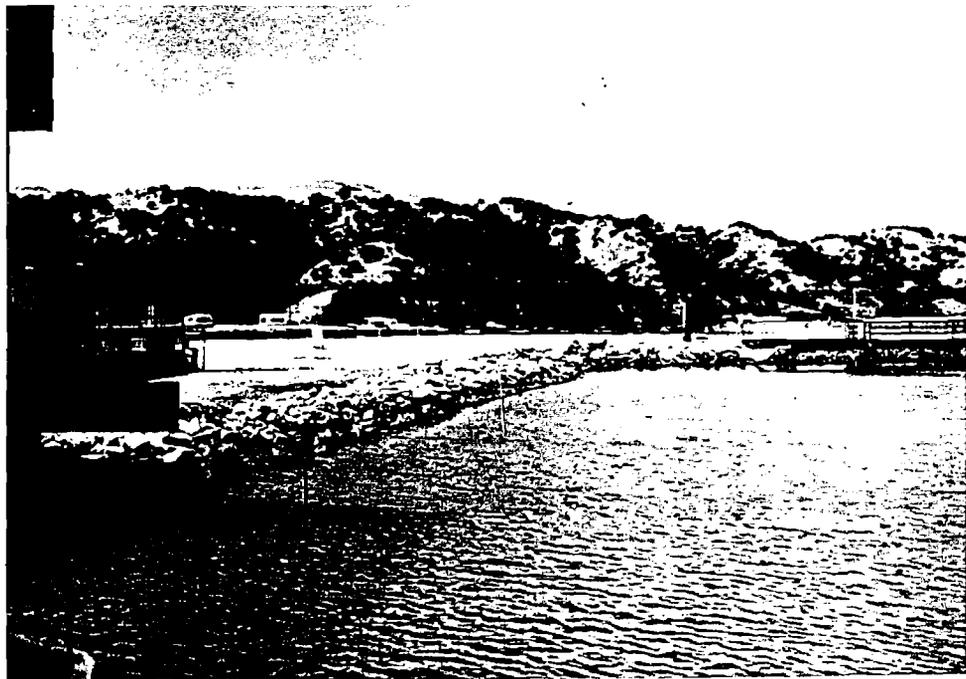


Table 1 summarizes the cost estimates for the two alternatives that were favored. The cost for the site at the historic ferry slip is estimated at approximately \$400,000 less than the best alternative inside the marina. Without a breakwater at the alternative 3 location, there will be very occasional conditions when it is not possible to use the facility.

**Table 1. Comparative Development Cost for Alternative Martinez Ferry Terminal Locations**

Alternative	Location	Cost Estimate
1B	Diagonal to shore close to pedestrian plaza & Harbormaster's Office	\$1.75 million
3	At historic ferry slip at end of mole (outside the marina)	\$1.38 million

An unresolved issue is whether the historic ferry slip is an appropriate location for a potential cross channel ferry to Benicia. While Moffatt & Nichol conclude that a larger, high speed ferry would rarely be adversely affected by significant wave action at the historic ferry slip, it is not clear that boarding or disembarking from a small cross-channel vessel would be possible with a sufficient degree of passenger comfort and safety at that location - particularly on windy afternoons. Thus, if a facility is required for smaller vessels inside the marina, the City must determine whether to have a second facility for larger vessels outside the marina.

*Benicia.* There are three basic alternative ferry docking locations in Benicia. From east to west, these are the City dock at the foot of Fifth Street, in the Benicia marina, or at the foot of First Street. Advantages and disadvantages of each site are summarized below:

- ▶ Fifth Street. There is a pier which is currently leased to a tug boat company. We understand this is a short-term lease and the pier is likely to become available in February 1999. Advantages of the site are an existing pier, sufficiently deep water, and good freeway access via the East 5th Street interchange. Adding a float and gangway would be relatively easy and permitting to upgrade an existing pier should be an easier regulatory problem than a new pier. There is also space for parking several hundred cars in this vicinity if Benicia Industries property to the east was utilized. The primary disadvantage of this site is distance from downtown and the commercial district. Cost is likely to approximate \$1-1.5 million.

***Potential Fifth Street Pier Docking Site in Benicia***



- ▶ Benicia Marina. The main advantage of this location is the infrastructure of the marina and the fact that the channel is already dredged, probably to sufficient depth for modern waterjet propelled ferries. A permit already exists for a potential ferry dock adjacent to the fuel dock, including an accessible gangway. Disadvantages of this site are the relatively congested space within the marina for vessel turning (approximately 220 foot square turning basin), the potential problem of ferry induced wash causing damage to vessels in the marina, and relatively constrained parking availability. Given the proposed location closest to the mouth of the marina, a vessel could back out into the channel without turning in the marina. The cost of facility improvements for docking at this location are likely to run \$125-150,000 according to estimates by John Ash, President of the Benicia Harbor Corporation. About 40 to 50 spaces are presently available along B Street and several hundred additional spaces are available, but at greater distance.

*Potential Benicia Marina Docking Site*



- ▶ First Street. The foot of First Street was identified in the Benicia Urban Waterfront Restoration Plan as the desired site of a Marsh Overlook/Pier that "will provide opportunities to access the downtown from small boats or from a local water taxi or excursion boats" (Page 28). This site is adjacent to the "Historic Triangle" which was the site of the railroad station which connected to the ferry terminal which was on the spit. There are remnants of a historic pier at the proposed location at the foot of First Street which may provide some benefits in terms of the regulatory process. However, the site has several potential disadvantages or constraints to its use as a ferry terminal. First, it is adjacent to the islands, which means it can only be approached from the south or east, not the west. Second, it is the most exposed to the strong winds which often blow in the Carquinez Strait, particularly in summer afternoons. Finally, the Benicia marina breakwater has reportedly caused significant siltation in the area, which means the pier will either need to extend farther into the channel or an approach channel will need to be dredged and maintained for the use of ferries and other craft. Parking for ferry patrons may be located at some distance along B Street.

Not including potential dredging, the cost of restoring a dock at the foot of First Street, purchase and installation of a pile supported float suitable for ferries, lighting, gangways, and other infrastructure, is likely to cost approximately \$2 million, including engineering and permitting.

*Potential First Street Docking Site in Benicia*



## **Patronage**

*Martinez.* The modeling effort developed for Martinez in the Regional Ferry Plan estimated that a peak period, one trip each direction Martinez to San Francisco service would attract about 250 passengers each direction (or about 500 daily). While this seems somewhat optimistic for a single trip service, not providing any midday return alternative, we are reasonably confident that this is a realistic figure given that any ferry service implemented or improved per our 1992 recommendations has equaled or exceeded our patronage forecasts. Furthermore, from a special survey conducted the week of the recent BART strike, we understand that over 200 persons from Central or North Contra Costa County used the Vallejo Ferry, despite considerable "out-of-direction" travel required to do so.

An alternative service option would provide a two trip commute service, with one trip in conjunction with service from another city, such as Vallejo or Benicia. The model estimated that a two trip service could result in about 340 passengers in each peak period, and three-trip service would generate 390 passengers.

For commute travel, a Benicia stop would add 7-10 minutes to a Martinez-San Francisco route, which could diminish ridership potential by about 20% for that segment. Table 2 illustrates the Martinez based ridership demand for one, two or three trips with a Benicia stop.

*Benicia.* According to the Regional Ferry Plan, about 60% of 177 peak period riders who would be attracted to a single trip Benicia-San Francisco ferry would be current riders of the Vallejo ferry that would switch if a new service were created, thus netting only about 70 new riders. However, given high levels of ridership on Vallejo commute services, a slight reduction of demand from Benicia residents would not be adverse.

According to Census data, approximately 1,100 Benicia residents, or 8.7% of the Benicia resident workforce, worked in San Francisco in 1990. Based on the nine percent population growth from 1990 to 1997 and relatively stable workforce participation, the number of Benicia residents working in San Francisco may have increased to approximately 1,200 to 1,300 persons. Because of diverse workplaces within San Francisco and work schedules, it is unlikely that ferries could attract more than 10-15% of the potential market, or 120 to 160 persons. This is slightly higher than the proportion of Vallejo residents working in San Francisco who commute by ferry. Attracting more riders for a Benicia ferry would require getting riders from Fairfield and points up the I-80 corridor, markets which Vallejo is already penetrating (about 13-15% of Vallejo ferry ridership).

A recent survey of Vallejo ferry patronage during the September 1998 BART strike indicated that approximately 13% of regular Vallejo commute ferry riders were Benicia residents. This would translate to about 75 to 90 persons of the 600 to 700 daily commuters. About 10% of new riders on the system the week of the BART strike were Benicia residents.

Table 2 summarizes the commute demand for a joint Benicia-Martinez ferry. The 377 would exceed the capacity of a 300-350 passenger vessel. The ideal per trip patronage would be for a two trip service, with 265 per trip, but such service would require two vessels to make one trip each since the two hour cycle time would prevent a single vessel from operating a convenient commute schedule.

**Table 2. Patronage Forecasts for Commute Martinez-Benicia Ferry Service to San Francisco**

# of Commute Trips	Martinez (with stop in Benicia)	Benicia	Total/Average Per Trip
1	200	177	377/377
2	275	255	530/265
3	312	292	604/201

Source: DHS and PTM, Regional Ferry Plan, Sept. 1992.

For non-commute travel, demand is highly seasonal. From Vallejo experience, weekday midday travel is 30-40% higher between April and October than during the remainder of the year. Weekend ferry ridership is even more peaked, with ridership at least 100% higher during the spring-summer period than during the late fall and winter. As a result, Vallejo cuts back weekend schedules in winter, only operating five round trips a day compared to eight trips on weekends for April through October (and 10 to 11 trips on weekdays).

### **Estimated Capital and Operating Costs**

A minimum of approximately \$11-12 million would be required to purchase a single high-speed 300 passenger vessel and create docking facilities. Capital costs for a two vessel service would be around \$20 million. An annual operating subsidy of about \$600,000 to \$1.2 million would be required unless operating costs could be shared with other midday service.

## Conclusions and Recommendations

A Martinez to San Francisco ferry route, with a stop in Benicia, is technically feasible and could generate ridership and financial performance comparable to other services currently on the Bay. However, appropriate docking facilities are lacking in both cities. In addition, the high cost of entry to the market, since an appropriate speed new vessel would cost \$8-9 million, makes it difficult to get the service started. With no real "spare" vessel available for charter at this time, it is not really possible to do a short-term demonstration service for San Francisco service.

Although there is interest in both cities for creating new docking sites outside existing marinas (foot of 1st Street in Benicia, west of the marina in Martinez), initial service may need to be operated from within the existing marinas. This would be a way of "testing the market" prior to full facility development. Minor modifications to the visitor/fuel dock in Benicia would be adequate, a new visitor/guest dock and some reconfiguration of "A" dock are required in Martinez.

There are several scenarios that could get some service implemented.

- a) **Local water taxi service.** While not regional service, there is a firm interested in testing the concept of a local "water taxi" or shuttle service between Benicia and Martinez. The publicity for such a project would raise community consciousness about water transportation, and could feed into Chamber of Commerce efforts to market downtown shopping and dining activity in both cities. This could operate from the existing Benicia Marina visitor dock but would require a temporary site in the Martinez marina. With the size of vessels proposed, a special floating dock is not required - standard docks could be utilized for such service.

Depending on the size, speed, and seaworthiness of the proposed vessels, it might be possible to provide a maritime linkage to the current Vallejo ferry service. This could operate for weekend or midday service.

If the demonstration is successful, it may be possible to shift the Caltrans Benicia Bridge bike shuttle contract to the ferry operator, replacing the current van service and providing a subsidy to provide scheduled service between the two cities.

- b) **Evening/weekend service to San Francisco.** Another potential scenario would test evening or weekend ferry service to San Francisco, utilizing a Vallejo vessel available during those hours. Because of

Vallejo's desire to ensure availability of two vessels, the third vessel is currently used to back-up the new vessels during commute and midday periods. While requiring some facility upgrades, this could "test the water" of the market without commitment of a new vessel. The year 2000 opening of the Giants' new ballpark at China Basin would provide good timing to try the service.

Operating cost for the vessel should be \$400 - \$600 per hour, depending on crew scheduling. With reasonable ridership at a \$10-11 round trip fare, required subsidy for two round trips (approximately four hours of service) could be less than \$1,000 daily.

- c) **Regional spare vessel.** An alternative concept would be for the region to acquire a spare vessel, which could then be used on a "when available" basis to test market new services, such as the proposed San Francisco route from Martinez and Benicia.

While there are no readily available vessels at this time, used vessels do become available from time to time, and having funding available would place the Bay Area in a better position to move when such vessels do become available. Recently, two high-speed vessels became available from a failed New York City service. Two public operators, the Woods Hole Steamship Authority and Washington State Department of Transportation, moved rapidly and acquired the vessels at substantially below replacement cost. If there was an extra vessel, testing it on a Martinez-Benicia-San Francisco route would be a logical step. The incremental operating subsidy required is much less than the capital cost. A \$1,500 - \$3,000 daily subsidy would be required to operate two to three round trips.

## **Action Items**

There are a sequence of tasks required to implement ferry service from Benicia and Martinez. These include the following:

1. **Participate in Feasibility Studies.** Prior work for MTC, Martinez, the current update for MTC, and this joint effort have laid out the technical and service potential for ferry service. The current effort by the Bay Area Council may further support the general concept of ferry service and the specific viability of the proposed service.
2. **Continue Advocacy.** An important step in ultimately achieving ferry service is the vocal advocacy of the concept at the community level. In the absence of grass roots advocacy of ferry service, it is essential that the mayors, council members, and staff of the cities maintain their

advocacy and monitor transportation legislation and funding at the county, region, state, and federal levels. It is important that County representatives to MTC, and state and federal legislators be aware of the Cities' strong desire for ferry service, and completion of feasibility studies.

3. **Seek Partnerships.** It is important to seek linkages with other communities and private ferry operators who have a similar vision. However, it is important to be cautious and only make commitments to realistic options. Potential new waterfront trip generators, such as the China Basin ballpark, potential Treasure Island land use, and the possible new Candlestick stadium and mall will encourage private operators to seek new opportunities. Depending on the growth of Vallejo service, it may be possible to have some linkage with an expanded Vallejo operation.
4. **Seek Funding.** Martinez has already sought ferry funding, and received a \$250,000 Federal Highway Administration (FHWA Section 1064) grant toward ferry improvements. Other opportunities will arise, such as future reauthorization of Contra Costa County Measure C, a potential sales tax measure in Solano County, possible regional gas tax, further expansion of the Regional Measure 1 5% funds available for ferry projects, or utilization of general transportation sources for ferry projects. The cities should be advocates for expanding ferry funding in general as well as advocates for their own specific needs.
5. **Plan and Implement Facility Improvements as possible.** Each related marina or waterfront improvement in Benicia and Martinez should include actions to facilitate later ferry infrastructure, such as expanding needed parking, alleviating access constraints, providing pedestrian amenities, etc.

Benicia and Martinez have taken the initiative required to participate in future ferry projects. A demonstration effort to establish a maritime linkage can exhibit the local commitment to be involved in future projects. Besides indicating local interest in ferry service, demonstration service will test the ability to operate regularly scheduled trips in their respective marinas and the potential for recreational service to stimulate economic activity in downtown Benicia and Martinez.

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October 14, 1998  
Agenda Item 8.3



DATE: October 7, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: Advisory Measure F/Transportation Awareness Week

As a key part of its implementation strategy, the Board-adopted Solano Transportation Plan recommends educating the public about the county's transportation needs. The SEDCORP Transportation Action Team has proposed designating the week of October 25-31 as "Transportation Awareness Week/Read Measure F" as a means to heighten public awareness on the transportation alternatives proposed in the plan and outlined in Measure F.

The attached resolution has been drafted in response to the SEDCORP group's request. A public outreach program is being planned for the week of October 25-31.

Given that the proposed week is fast approaching, Chairman Erickson sent a letter to Boardmembers, with copies to the city managers and the county CAO, requesting STA member agencies to consider a similar resolution.

Recommendation

Adopt the attached resolution designating the week of October 25-31 as "Transportation Awareness Week/Read Measure F".

Attachment

**RESOLUTION 98 -**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY SUPPORTING**

**TRANSPORTATION AWARENESS WEEK**

**OCTOBER 25-31**

*Read Measure F*

**WHEREAS**, projected long-term transportation funding needs in Solano County far exceed the revenue estimated to meet them; and

**WHEREAS**, the Solano Transportation Authority (STA) is dedicated to meeting the long-term mobility needs of Solano; and

**WHEREAS**, the Solano Economic Development Corporation (SEDCORP) supports transportation improvements that promote Solano's economic vitality; and

**WHEREAS**, the STA and SEDCORP have jointly developed the Solano Transportation Plan to meet the long-term transportation needs of Solano residents and businesses; and

**WHEREAS**, the Solano Transportation Plan will provide a guide for long-term transportation investments in Solano County; and

**WHEREAS**, a key element of the Solano Transportation Plan is the education of community leaders and the public about the transportation funding challenges and needs in Solano; and

**WHEREAS**, the Solano County Board of Supervisors placed advisory Measure F on the November ballot to promote public discussion on the Plan.

**NOW THEREFORE BE IT RESOLVED** that the Solano Transportation Authority hereby supports Transportation Awareness Week during the week of October 25-31 with the theme *Read Measure F*.

---

Don Erickson, Chairman  
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the STA, so hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by the STA at a regular meeting held this 14th day of October, 1998.

---

Martin Tuttle, Executive Director  
Solano Transportation Authority

October 14, 1998  
Agenda Item 8.4



DATE: October 7, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: Electric Vehicles Priority Project

At the last STA Board meeting, staff made a presentation on a proposal to develop an electric vehicle program and bring back more details for Board action. Since then we have talked further with the Bay Area Air Quality Management District, Ed Huestis from City of Vacaville, and the STA Technical Advisory Committee.

Staff believes that electric vehicles could become a substantial portion of all city and county fleets during the next decade if a concerted effort is made at this time. However, it will take a certain amount of investment in changing technology during the next few years to make this happen in all our jurisdictions.

The criteria for the Bay Area Air Quality Management Districts (BAAQMD) Transportation Fund for Clean Air Program is in the process of changing this fall. They have indicated that in the future they will only be funding the incremental costs of electric vehicles and applicants will have to propose at least a 50% local match (non-TFCA funds) to be considered for regional clean air funds.

However, we could earmark a portion of our next years Program Manager (40%) Transportation Fund for Clean Air funds for 1999-00 to get the program started.

We would also like to retain a technical consultant to conduct some specific research on current electric vehicle technology, demand for electric vehicles and locations for recharging facilities in our communities. This should strengthen any request for regional funds should we secure the 50% local match from our member jurisdictions. We will also make sure we continue developing the program in conjunction with the Vacaville program already started by Ed Huestis.

On September 30 the TAC approved this request to make electric vehicles a priority project.

#### Recommendation

Approve an electric vehicles and recharging facilities program as a priority project (see attached description).

Attachment

# Electric Vehicles and Recharging Facilities Program

**Goal:** To provide electric vehicles and electric recharging facilities for city and county fleets in each Solano jurisdiction by the year 2003.

**Lead Agencies:** STA and City of Vacaville

**Project Summary:** California is requiring that 10% of all new cars manufactured or sold in the State be zero emission vehicles by the year 2003. Electric vehicles meet that requirement and would prove to be excellent fleet vehicles for all Solano jurisdictions. The City of Vacaville would take the lead in implementing this program in north county and the STA would take the lead in the mid and south county. However, both agencies would work closely in creating a unified countywide effort. The major areas necessary to implement this program include:

- \* Determine the best type, quantity and location of recharging facilities and electric vehicles for each of our communities.
- \* Apply for clean air funds including Regional Transportation Fund for Clean Air (if a 50% non-TFCA local match can be secured), TFCA Program Manager funds, Yolo-Solano Air Quality Clean Air funds, CMAQ and other federal, state, regional and private funds that become available.
- \* Retain a consultant to research current recharging technology and assist the STA in applying for funds to install recharging facilities and leasing or buying electric or hybrid vehicles for STA jurisdiction fleets.

**Schedule:** Subject to funding availability: Retain a technical consultant in winter 1998-99; Apply for 1999-00 TFCA Program Manager and Regional Funds, CMAQ and YSAQMD funds in spring of 1999; Install first recharging facilities in mid and south county during fall 1999; Lease or buy electric vehicles in fall and winter 1999-00.

October 14, 1998  
Agenda Item 9.1



DATE: October 7, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: TEA-21 25% Program Draft Corridor Plans

The federal monies from TEA-21 are being programmed by MTC through a new corridor planning process. The three corridors that are part of Solano for this program include the I-80 Corridor, the I-680 North Corridor, and the North Bay East-West Corridor (see attached map). It should be noted that these corridor "plans" we are creating are in fact programming documents for the first 3 years of TEA-21 funding (STP/CMAQ) allotted to the 25% Program (by MTC). The latest estimate of funding available to the corridor plans is \$41-43 million (regionwide over 3 years). This is a very competitive program in which many more projects than available funding will be submitted.

The corridor plans are made up of two sections:

- 1) Management Objectives and Operational Problems, and
- 2) Proposed Projects.

MTC has set a funding limit on these corridor plans at \$12 million for each corridor. Where corridors cross county lines, the partner counties must work together to create a strong package of projects within the budget of \$12 million.

The STA has worked with all the member agencies, including transit and public works staff, the Safety Plan effort, and Caltrans to create lists of projects for the corridor plans. The projects were screened for eligibility and in some cases modified so that they would be eligible. The corridor plans for I-680 North and the North Bay East West Corridor generated little discussion as the amount of projects requested were within reasonable limits that fit under the corridor cap. The I-80 Corridor initially had almost \$20 million worth of project requests, more than the corridor cap, without taking into account that two additional counties would be submitting projects as well.

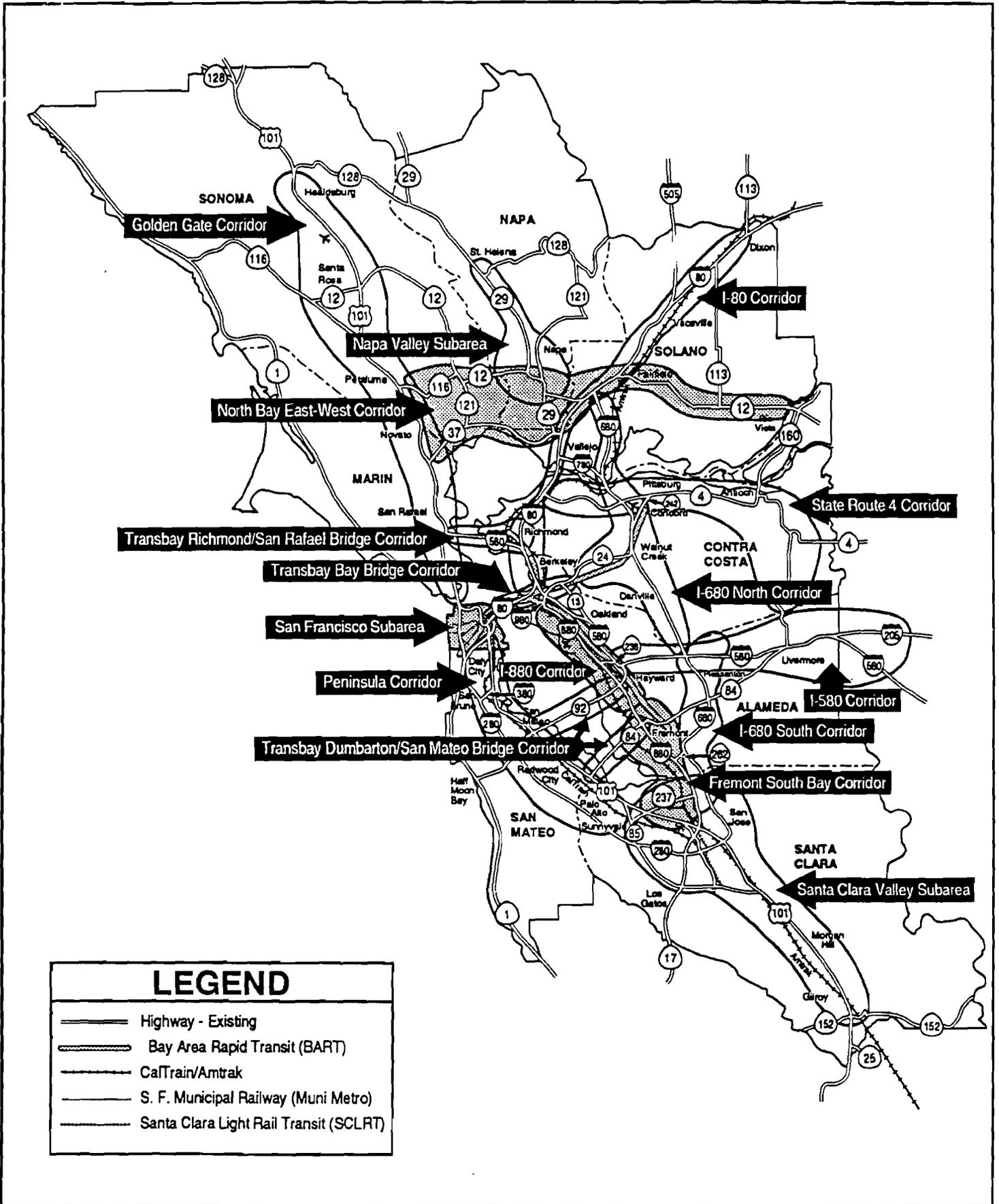
Working with the project sponsors, the I-80 Corridor list has been reduced to about \$6 million of the best projects based on the scoring criteria of the program. The I-680 North Corridor has \$3.5 million worth of projects from Solano, and the North Bay East West Corridor has about \$2.5 million worth of projects. Staff is currently meeting with staff from our adjacent counties of each corridor. We are working on combining the projects from each county into one corridor plan that will fit within the \$12 million cap.

We are on schedule to complete the final corridor plans for review by the TAC in October and bring to the STA Board in November. The final plan will include the projects from all the corridor partners. The projects on the following lists are the best projects from Solano, and will be used by STA staff to work with our partner counties to create the final corridor plans that will be presented to this Board for approval next month.

Recommendation

Review and provide input on the projects proposed in the draft corridor plans.

**Attachment A  
RTP Corridors**



## PROPOSED CALENDAR OF EVENTS

Sept 30	TAC	Approved Draft Corridor Plans (Solano projects only)
Oct 5		Staff level meeting between counties on I-80 Corridor
Oct 8		Staff level meeting for I-680 North Corridor
Oct 14	STA Board	Approve Draft Corridor Plans (Solano projects only)
Oct 22	CCTA/STA	Special Joint meeting to discuss corridor plans Joint Meeting
Oct 28	TAC	Approve Final Corridor Plans (All corridor projects)
Nov 11	STA Board	Approve Final Corridor Plans (All corridor projects)
Nov 12-Dec 17		Project Sponsors complete applications for top priority corridor projects (projects within the top \$12 million level of the plans)
Dec 18		Project Applications due to the STA
Jan 8		STA will forward reviewed applications to MTC

**DRAFT**

**I-80 CORRIDOR PLAN**

**(Dixon to Emeryville)**

**TEA-21 25% Program**



September 26, 1998

## I-80 Corridor Management Plan



The following objectives are intended to improve the safety and reliability of the mobility of people and goods along the I-80 corridor.

### Key Management Objectives (not in priority order):

- A. Improve express bus, intercity bus, ferry, train, and carpool/vanpool services along the corridor
- B. Improvements to services and facilities which promote the use of the HOV lanes and HOV modes
- C. Improve multimodal connections between transit, bicycle, pedestrian and automobiles at transfer centers, train stations, and ferry terminal.
- D. Use bridge toll policies, to encourage ridesharing and transit use
- E. Facility improvements should ensure that I-80 operates smoothly during midday hours to preserve freight mobility
- F. Corridor improvements should protect local streets from spillover freeway traffic
- G. Interchange improvements for I-80 should be designed to protect mainline operations
- H. Develop the I-80 Reliever Route in Solano County for local trips
- I. Ensure improvements to I-80 maximize efficiency of the operations between the 680 interchange and the 505 interchange, projected to have an increased amount of congestion in the near future
- J. Ensure improvements to the 680/80 interchange do not adversely affect I-80 operations
- K. Improve the availability of information on transit services and other commute alternatives
- L. Increase use of bicycle and walking for commuting
- M. Develop a "seamless" network of safe pedestrian and bicycle facilities along the corridor
- N. Improve system safety of all modes of travel along the corridor
- O. Ensure improvements to the Carquinez and Benicia Bridges do not adversely affect I-80, I-680 and I-780 operations
- P. Improve operations of arterials as a system
- Q. Ensure parallel arterial routes along the corridor are maintained and safe
- R. Fill in gaps of TOS system
- S. Ensure improvements facilitate travel between corridors
- T. Improve private sector partnerships to maximize corridor efficiencies
- U. Maximize HOV use entering I-80 corridor westbound at the Carquinez Bridge

### Key Operational Problems (not in priority order):

- V. Lack of operating funds to significantly expand express bus, intercity bus, ferry, train, and carpool/vanpool services
- W. Severe peak period congestion on I-80
- X. Significant off-peak period congestion on I-80 due to recreational trips
- Y. Significant off-peak period congestion at I-80/680 interchange due to recreational trips
- Z. Motorists still learning proper use of HOV lanes and direct ramps
- AA. Insufficient parking at park-n-ride lots/transit facilities
- BB. Lack of a well marked well connected safe bicycle and pedestrian system that connects to transit and major activity centers

- CC. Lack of bicycle/pedestrian crossing on Carquinez Bridge and well marked, safe access to the path
- DD. Improve the marketing of express/intercity bus services on the corridor





\* - This projects funding is distributed in multiple corridors, entire project cost is sum of the multiple corridor costs

	Project Location	Description	Sponsor(s)	Cost (in millions)	
	<b>I-80 Corridor Management Plan</b>				
*	Transit Kiosks	Joint Project with Contra Costa	Consortium, Traks	\$ 0.155	\$ 0.155
	North Texas Street	Traffic Signal Interconnect	Fairfield	\$ 0.400	\$ 0.555
	Peabody Road	Bus/Bike Railroad crossing Safety Improvement	Fairfield	\$ 0.900	\$ 1.455
*	Lighted Cross walks	Program of locations along corridor Vaca-Across Eubanks near Vaca Valley Vjo-Sereno at bus transfer station Vjo-Fairgrounds Dr and Community Center North Texas/Oak Waterman/Monterey West A/Jackson	Multiple (Pick best sites)	\$ 0.240	\$ 1.695
*	Solano Commuter Information	Multimodal outreach, info. and services	SCI	\$ 0.075	\$ 1.770
*	Regional bike route signage	Identify existing regional class II and III routes	STA multiple jurisdictions	\$ 0.050	\$ 1.820
	Curtola/Lemon Intersection	Improve pedestrian crossing	Vallejo	\$ 0.030	\$ 1.850
*	Sereno Transit Center, P-n-R facility	Move off Street	Vallejo Transit, City of Vallejo	\$ 2.250	\$ 4.100
	I-80 (37/80 Interchange)	TOS improvements	Caltrans	\$ 0.450	\$ 4.550
	Information Kiosks	Suisun/Fairfield Station only	Capitol Corridor JPB	\$ 0.030	\$ 4.580
	<b>2nd Priority Projects</b>				
	Peabody Road	Two way left turn lane	County	\$ 0.500	\$ 5.080
	Air Base/Walters	Adv. Warning Signs	Fairfield	\$ 0.150	\$ 5.230
	Travis/North Texas	Right Turn Imp.	Fairfield	\$ 0.250	\$ 5.480
	Columbus Parkway/Springs Road	Install traffic signal, channelization	Vallejo	\$ 0.275	\$ 5.755
	North Texas/I-80 Eastbound exit	Install Traffic Signal	Fairfield, Caltrans	\$ 0.180	\$ 5.935
	Alameda/Curtola	Traffic Signal	Vallejo	\$ 0.125	\$ 6.060
	<b>TOTAL</b>			<b>\$ 6.060</b>	
	<b>Eastern CMAQ Eligible</b>				
	<b>The following projects are in the SACOG area and eligible for Eastern CMAQ funding</b>				
	Southside Bikeway	Hume to VRTC at Hickory Lane	Vacaville	\$ 0.075	\$ 0.075
	Liesure Town Road near I-80	Park-n-ride facility	Vacaville	\$ 1.000	\$ 1.075
	Multi-Modal Transportation Center	Park-n-ride facility	Dixon	\$ 0.400	\$ 1.475
	Dixon to Davis Bike Route	Shoulder improvements	Dixon Solano County	\$ 0.200	\$ 1.675
	<b>TOTAL</b>			<b>\$ 1.675</b>	



**DRAFT**

**I-680 NORTH CORRIDOR PLAN**

**(Southern Contra Costa County Line to  
680/80 Interchange)**

**TEA-21 25% Program**



September 26, 1998



## **I-680 North Corridor Management Plan**

The following objectives are intended to improve the safety and reliability of the mobility of people and goods along the I-680 North Corridor

### **Key Management Objectives (not in priority order):**

- A. Use toll policies and preferential lanes to encourage HOV use and peak spreading for trips within the corridor and entering corridor from the north
- B. Improve express bus service, express bus stops, intercity bus, train, and carpool/vanpool services
- C. Improvements to services and facilities which promote the use of HOV lanes and HOV modes
- D. Manage I-680 and Rte 242 as one system to minimize overall system delay during the peak period and protect the I-680/24 interchange
- E. Ensure improvements to Rte. 4 and 242 do not adversely affect I-680 operations
- F. Maintain reliable freeway operation in off-peak for freight
- G. Accept Caldecott Tunnel as a gateway in peak direction and explore strategies for better managing reverse commute and off peak traffic
- H. Provide good transit connections to major activity centers and BART
- I. Improve multimodal connections between transit, bicycle, pedestrian and automobiles at transfer centers, train stations, and ferry terminal.
- J. Improve intercity transit services along the corridor
- K. Ensure improvements to the 680/80 interchange do not adversely affect I-680 operations
- L. Improve the availability of information on transit services and other commute alternatives
- M. Develop a "seamless" network of safe pedestrian and bicycle facilities along the corridor
- N. Improve system safety of all modes of travel along the corridor
- O. Ensure improvements to the Benicia Bridge do not adversely affect I-680 and I-780 operations
- P. Increase use of bicycle and walking for commuting
- Q. Ensure ~~parallel~~ arterial routes along the corridor are maintained and safe
- R. Ensure improvements facilitate travel between corridors
- S. Improve private sector partnerships to maximize corridor efficiencies
- T. Maximize HOV use entering I-680 corridor westbound at the Benicia/Martinez Bridge

### **Key Operational Problems (not in priority order):**

- U. Together, the several significant roadway capacity projects scheduled to open in the near future have the potential to overload the existing and newly improved sections of the system. (Capacity expansion project include: HOV extension on the I-680 north of the I-680/Route 24 interchange to the Benicia Bridge, final phases of the I-680/Route 24 interchange reconstruction, new mixed-flow lanes on route 242, freeway to freeway interchange upgrades at I-680/I-80 in Solano County, and the new Benicia-Martinez Bridge span.) A comprehensive approach to managing the system is required to ensure smooth system-wide operations and extract maximum benefits from the recent investments.
- V. In certain areas the arterial system parallel to the freeway is not continuous or could perform

more efficiently. As a result, motorists use the freeway rather than arterials for local trips.

- W. Peak period congestion occurs on I-680 at key locations (...) And on major arterials (...)
- X. Lack of operating funds to significantly expand corridor express bus, intercity bus, ferry, train, and carpool/vanpool services
- Y. Significant off-peak period congestion at I-80/680 interchange due to recreational trips
- Z. Insufficient parking at park-n-ride lots/transit facilities
- AA. Lack of a well marked, well connected, safe bicycle and pedestrian system that connects to transit and major activity centers
- BB. Lack of bicycle/pedestrian crossing on Benicia Bridge and well marked, safe access to the path
- CC. Improve the marketing of transit services on the corridor





\* - This projects funding is distributed in multiple corridors, entire project cost is sum of the multiple corridor costs

Project Location	Description	Sponsor(s)	Cost (in millions)	
<b>I-680 Corridor Management Plan</b>				
	State Park Bike/Pedestrian Bridge	Improve safety of Bay Trail Connection	Benicia	\$ 0.500 \$ 0.500
	Park n Ride, Green Valley	Security	Caltrans	\$ 0.035 \$ 0.535
*	Transit Kiosks	Joint Project with Contra Costa	Consortium, Traks	\$ 0.030 \$ 0.565
	Park-n-Ride facility in Benicia	I-680/Industrial Way	Fairfield/Benicia	\$ 1.000 \$ 1.565
	Park-n-Ride facility in Cordelia	I-680/Gold Hill	Fairfield	\$ 1.800 \$ 3.365
*	Lighted Cross walks	Program of locations along corridor Military West at Benicia High School	Multiple	\$ 0.040 \$ 3.405
*	Solano Commuter Information	Multimodal outreach, info. and services	SCI	\$ 0.045 \$ 3.450
*	Regional bike route signage	Identify existing regional class II and III routes	STA multiple jurisdictions	\$ 0.050 \$ 3.500
	<b>TOTAL</b>			<b>\$ 3.500</b>



**DRAFT**

**NORTH BAY EAST WEST CORRIDOR PLAN**

**(Includes Highway 12, 37, 29, 116, and 121  
between Solano and Sonoma)**

**TEA-21 25% Program**



September 26, 1998



## North Bay East-West Corridor Management Plan

The following objectives are intended to improve the safety and reliability of the mobility of people and goods along the North Bay East-West Corridor

### Key Management Objectives (not in priority order):

- A. Ensure safe and efficient operations on Route 37 for commute and recreational trips
- B. Transportation improvements should protect and enhance wetland resources and provide managed public access
- C. Improve bicycle and pedestrian options for commuter & recreational travel
- D. Improve operations for commercial /agricultural vehicles
- E. Develop traffic information system for Route 37 Coordinate traffic management strategy for Route 37 with strategy for Route 12/121/116 (see Napa Valley)
- F. Develop access improvements for reuse of former Mare Island Navy base
- G. Improve safety on Route 12 east of I-80
- H. Improve system safety of all modes of travel along the corridor
- I. Develop a seamless network of safe pedestrian and bicycle facilities along the corridor
- J. Fill in gaps of TOS system
- K. Ensure improvements facilitate travel between corridors
- L. Improve HOV facilities and information services along the corridor between I-80 and Highway 101

### Key Operational Problems (not in priority order):

- M. Eco-tourism, wineries, and special events generate significant traffic during holidays and weekends
- N. Difficult left-turns for trucks accessing Route 37 from Route 121
- O. Heavy agricultural vehicles delay traffic and have difficulties turning on/off portions of Routes 12/116/121 from adjacent farms and vineyards
- P. Traffic backups occur at a number of intersections along Routes 12/116/121 because their design cannot accommodate the volume of vehicles. The combination of curves and grades and mix of heavy vehicles slows traffic along this corridor and can lead to unsafe passing maneuvers
- Q. Sub-standard shoulders along sections of Routes 12/116/121
- R. There is not a park-n-ride on the east end of Highway 37 to serve the corridor
- S. Lack of a well marked well connected safe bicycle and pedestrian system



\* - This projects funding is distributed in multiple corridors, entire project cost is sum of the multiple corridor costs

Project Location	Description	Sponsor(s)	Cost (in millions)	
<b>North Bay East-West Corridor Management Plan</b>				
Highway 37	TOS Improvments	Caltrans	\$ 0.475	\$ 0.475
* Transit Kiosks	Joint Project with Contra Costa	Consortium, Traks	\$ 0.015	\$ 0.490
* Lighted Cross walks	Program of locations along corridor Rio Vista-Route 12/Hillside Terrace/Main Main Street/Amtrak Station	Multiple	\$ 0.070	\$ 0.560
Highway 12, eastbound	Amarada Rd, right turn lane flashing warning light	Rio Vista	\$ 0.040	\$ 0.600
Highway 12, westbound	Church Rd, right turn lane flashing warning light	Rio Vista	\$ 0.040	\$ 0.640
Highway 12, eastbound	Drouin, right turn lane	Rio Vista	\$ 0.040	\$ 0.680
Highway 12/Hillside/Main	New Signal, meets safety warrents	Rio Vista/Caltrans	\$ 0.129	\$ 0.809
* Solano Commuter Information	Multimodal outreach, info. and services	SCI	\$ 0.025	\$ 0.834
* Regional bike route signage	Identify existing class II and III routes	STA multiple jurisdictions	\$ 0.050	\$ 0.884
Bike Lane Improvments	Sunset to Walters Rd along Highway 12	Suisun City	\$ 0.200	\$ 1.084
Bike Lane Improvements	Village Dr to Amtrak Station along Highway 12	Suisun City	\$ 0.150	\$ 1.234
Highway 12	Median barrier, improvements	Suisun City	\$ 0.300	\$ 1.534
Walters Rd	Bike Lane Improvements	Suisun City	\$ 0.020	\$ 1.554
* Sereno Transit Center, P-n-R facility	Move off Street	Vallejo	\$ 0.750	\$ 2.304
SR 29/Meadows	Advance Warning Signs	Vallejo/Caltrans	\$ 0.150	\$ 2.454
SR 29/Georgia	Left Turn Imp.	Vallejo/Caltrans	\$ 0.025	\$ 2.479
<b>TOTAL</b>			<b>\$ 2.479</b>	

October 14, 1998  
Agenda Item 9.2



DATE: October 7, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: Welfare to Work Update

The county is convening a SolanoWORKS Transportation Working Group meeting on October 21, 1998. This group involves a mix of transit providers, SCI, the STA, County Health and Social Services, nonprofit social service agencies, and schools. This group would be the most appropriate forum to create any future funding/grant proposals for the county. STA staff is participating in this effort.

Please see the attached memo for more information.

Attachment



# Solano County Health and Social Services Department

Mental Health Services  
Public Health Services

Adult and Child Services  
Substance Abuse Services

Eligibility and Employment Services  
Public Guardian/Conservator

Donald R. Rowe, Director

September 30, 1998

TO: SolanoWORKs (formerly CalWORKs) Transportation Planning Group

FR: Ava Williams, SolanoWORKs Transportation Planning Group Chairperson *Ava*

RE: SolanoWORKs Transportation Planning Group Meeting

The transportation issue in Solano County has been addressed by varying groups and the following items have been shared and discussed:

- ❖ Availability of existing transportation, including mapping of where jobs/child care correlate with transportation;
- ❖ Best types of transportation for certain geographical areas, such as remote locations, or long commutes;
- ❖ Concerns that development of certain types of transportation such as vanpools/shuttle services may be underutilized causing financial hardship to developer;
- ❖ Training for recipients regarding transportation availability. Transit is happy to help with this.
- ❖ A county Transportation Resource Guide for SolanoWORKs recipients;
- ❖ A Job Keeper Hotline for SolanoWORKs recipients equipped with transportation information;
- ❖ How to gather and compile transportation information;
- ❖ How to gather and compile relevant information regarding the needs of SolanoWORKs recipients;
- ❖ How are SolanoWORKs recipients presently utilizing transportation?
- ❖ How to get community input;
- ❖ Who will apply for funding and where will it come from?
- ❖ Employer tax credits for providing transit passes to employees (cautiously optimistic about AB 1702);
- ❖ Vouchers which employers give to employees called Commuter Checks;
- ❖ Universal transit ticket system for the Bay Area, called TransLink. (In process as of 7/98).

At the last SolanoWORKs Transportation Planning Group meeting it was concluded that funding was not yet available to move forward with the ideas brought out in discussions and further meetings were tabled. However, recently the Department was notified that Job Access and Reverse Commute Grants would be available in early October 1998. These funds may assist counties and local transportation agencies in providing innovative solutions to transportation barriers. Now that funding may be available we plan to reconvene the SolanoWORKs Transportation Planning Group.

The first meeting will be held on October 21, 1998 from 10am to 12pm at 1735 Enterprise Drive, Bldg. 3, on the second floor in the Adult & Children's Services Conference Room. Future meetings will be held on the 3<sup>rd</sup> Tuesday of each month from 10am to 12pm. You will be notified in advance of the location of each meeting. The group should be comprised of all who have been involved in the transportation committees in the past and wish to continue to do so, and all other interested parties including transit authorities within Solano County as well as the Metropolitan Transportation Commission (MTC). In addition, we encourage input from PIC, educators, our consumer group, and at least one assessment counselor. Anyone interested in participating in this Planning Group may contact Ava Williams, Community Services Coordinator at 1735 Enterprise Drive, Bldg. 3, MS: 3-170, Fairfield, CA 94533. 707-421-7536.

The mission of this Planning Group is to:

**Develop a system of transportation support for current/former SolanoWORKs recipients and at risk households to improve their access to employment and related activities.**

Agenda items will be as follows:

- ❖ Identify transportation needs of SolanoWORKs recipients;
- ❖ Map all currently available transportation within Solano County;
- ❖ Gather commuting information for those traveling outside of the county for employment;
- ❖ Identify and evaluate options for filling the gaps in transportation services;
- ❖ Recommend actions to provide the needed transportation;
- ❖ Encourage transit entities to apply for funding necessary to implement expansion of existing transportation services and/or create innovative transportation methods;
- ❖ Identify barriers to implementation of the needed transportation;
- ❖ Educate SolanoWORKs recipients and SolanoWORKs staff regarding available transportation;
- ❖ Brainstorm different methods of overcoming transportation barriers. Some ideas are to:
  1. Develop 24-hour day care centers with co-located Park and Rides.
  2. Solicit for donated vehicles, which can be used as a tax deduction.
  3. Ask Vocational Technical Schools to do auto repairs at cost.
  4. Utilize church buses during the week and share insurance costs.
  5. Barter car repair services for other services such as housekeeping.
  6. Provide an emergency hot line with transportation information.
  7. Emergency ride program.
  8. Start a county shuttle service modeled after the airport shuttle service.

Because of the urgency to help our recipients become employed, we must focus solely on the SolanoWORKs families, and include the needs of other county residents as time and resources allow.

Please let me know as soon as possible if you or your designee will be attending.

Copies: John Ritter, Deputy Director  
Sheri Toy, Program Manager





DATE: October 7, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: Travel Safety Study

As requested at last month's Board meeting, the following is an update on the progress of the STA's Travel Safety Study.

Work on the Travel Safety Study, which began in mid-July, is proceeding on schedule. Recent meetings of the Travel Safety Study Working Group were held on September 11<sup>th</sup> and September 29<sup>th</sup>. The following work efforts have been completed over the past few months.

- Accident Diagrams for High Accident Location Program
- Definition of Remediation Measures for High Accident Location Program
- Ranking of Freeway Segments by 3-year and 1-year Accident Rates
- Enforcement Program list created
- Review of Projects Nominated by Agencies
- Preliminary Safety Program/Project List and Funding Recommendations

The preliminary recommendations of projects and the best proposed source of funding are attached. This list was compiled through independent analysis of the consultant, a general call for safety projects, and a second call for projects in categories that were not well addressed in the first call. The second call for projects included a general call for projects, so jurisdictions could include good types of projects already submitted by other jurisdictions, as well as the specific categories of Commercial District Pedestrian Safety, Lighted Crosswalks, School Crosswalk Safety, Class I Bicycle, Neighborhood Traffic Safety, and Transit Safety Projects.

The next meeting of the Travel Safety Study Working Group is scheduled for October 27<sup>th</sup> at 10:00 am and will review a draft version of the study. The TAC will also receive a draft version of the study on October 28<sup>th</sup>. The final Travel Safety Study Plan will be presented to the November TAC and to the STA Board on December 9<sup>th</sup>.

Also attached is additional information on the Surface Transportation Policy Project (STPP) report on Dangerous California Counties for Pedestrians. Solano was ranked tenth based on the ratio of the per capita incident factors (injuries and fatalities) to the percentage of people who walk to work. Solano's small percentage of persons that walk to work was a large factor in our high ranking. The attached spreadsheet ranks the top 35 counties in California.

#### Recommendation

Review and provide any input on the pending Travel Safety Study.

Attachments

SOLANO SAFETY STUDY

**25% DISCRETIONARY STP/CMAQ PROGRAM**

PROGRAM/PROJECT	AGENCY	TOTAL COST	GRANT REQUEST
9. SR 29/Meadows Advance Warning Signs	Vallejo	.150	.150
13. SR 29/Georgia Intersection Improvements	Vallejo	.025	.025
19. Texas/N. Travis Intersection Improvements	Fairfield	.250	.250
20. Air Base/Walters Advance Warning Signs	Fairfield	.150	.150
33. Alameda/Curtola - New Traffic Signal	Vallejo	.125	.125
Countywide Bike and Pedestrian Education Program	STA	.1	.1
Countywide Lighted Crosswalk Program, Phase 1	All	.3	.3
State Park Bay Trail Bikeway	Benicia	.5	.5
SR 12 Class I Bikeway	Suisun City	.15	.15
Southside Bikeway Project	Vacaville	.075	.075
SR 12/Church Advance Warning Light	Rio Vista	.03	.03
SR 12 Median Safety Project	Suisun City	.3	.3
Peabody Bus/Bike Rail Safety Project	Fairfield	.9	.9
North Area Transit Center	Vallejo	3.0	3.0
Peabody Road Left Turn Lane Improvements	County	.5	.5
37/80 Interchange TOS	Vjo/Caltrans	.450	.450

**75% STP/CMAQ PROGRAM (these projects are eligible for a portion of these funds)**

PROGRAM/PROJECT	AGENCY	TOTAL COST	GRANT REQUEST
Countywide Bike and Pedestrian Education Program	STA	\$0.1	\$0.1
Countywide Lighted Crosswalk Program, Phase 2	All	.3	.3
Countywide Neighborhood Traffic Safety Program (NTSP) Study	STA	.08	.08
Countywide NTSP Project Reserve	All	1.0-2.0	0.4
I-80 Auxiliary Lane (Air Base to Travis)	Fairfield	.8	TBD
Shoulder Improvements (6 locations)	County	23.0	TBD
Road Realignment (3 locations)	County	1.8	TBD
Intersection Improvements (3 locations)	County	1.8	TBD
Shoulder Improvements	Benicia	3.0	TBD
Shoulder Improvements	Fairfield	2.4	TBD

**STATE HIGHWAY OPERATION AND PROTECTION (SHOPP) PROGRAM**

PROGRAM/PROJECT	AGENCY	TOTAL COST	GRANT REQUEST
I-80 Auxiliary Lane (Air Base to Travis)	Fairfield	\$0.8	TBD
SR 12 Right Turn Lanes	Rio Vista	.12	TBD
I-80/I-505 Weave Correction Project	Vacaville	5.0	TBD

**OFFICE OF TRAFFIC SAFETY (OTS) PROGRAM**

<b>PROGRAM/PROJECT</b>	<b>AGENCY</b>	<b>TOTAL COST</b>	<b>GRANT REQUEST</b>
Countywide Bike and Pedestrian Education Program	STA	\$.1	TBD
Countywide Neighborhood Traffic Safety Program (NTSP) Study	STA	.08	.08
Countywide NTSP Project Reserve	All	1.0-2.0	TBD

**HAZARD ELIMINATION SAFETY (HES) PROGRAM**

<b>PROGRAM/PROJECT</b>	<b>AGENCY</b>	<b>TOTAL COST</b>	<b>GRANT REQUEST</b>
22. Sereno/Tuolumne intersection improvements	Vallejo	\$.025	\$.025
24. Vanden/Canon - new traffic signal	County	.125	.125
26. E. Tabor/Clay Bank - new traffic signal	Fairfield	.125	.125
27. Sunset/Pintail intersection improvements	Suisun City	.025	.025
28. Union/Travis intersection improvements	Fairfield	.025	.025
Flashing Beacons (3)	Benicia	.09	.09
Guardrails (4)	County	.25	.25
Guardrails (5)	Benicia	.08	.08
Guardrail (Navone Street)	Vallejo	.045	.045

**FEDERAL EARMARK**

<b>PROGRAM/PROJECT</b>	<b>AGENCY</b>	<b>TOTAL COST</b>	<b>GRANT REQUEST</b>
Handicapped Ramp Program	All	\$4-6	\$2-3
School Route Sidewalk Improvements	All	2-4	1-2
Bike/Pedestrian Lighting Improvements	All	2-4	1-2
Countywide NTSP Projects	All	1-2	.5-1
Emergency Management Program (ITS)	All	1-2	.5-1
H.S./Middle School Pedestrian Overcrossing	Benicia	.75	.75
Pedestrian Bridge Widening	Fairfield	7.0	7.0
School Route Interchange Improvements	Fairfield	7.0	7.0
Railroad Station Bikeway	Benicia	.75	.75
I-80/I-505 Weave Correction Project	Vacaville	5	3-4
Peabody Bus/Bike Rail Safety Project	Fairfield	.9	.5
Transit Center North	Vallejo	3.0	1-2

**NEW LOCAL REVENUE PROGRAM**

<b>PROGRAM/PROJECT</b>	<b>AGENCY</b>	<b>TOTAL COST</b>	<b>GRANT REQUEST</b>
Handicapped Ramp Program	All	\$4-6	\$1
Lighted Crosswalk Program, Phase 2	All	.3	.2
Countywide Neighborhood Traffic Safety Program (NTSP) Projects	All	1-2	.5
Emergency Management Program (ITS)	All	1-2	.5
First Street Pedestrian Project	Benicia	.15	.15
Pedestrian Improvement Project	Dixon	.02	.02
Main Street Pedestrian Project	Suisun City	.1	.1
Walnut/Elm Pedestrian Project	Vacaville	.022	.022
I-80/I-680 Red Top Class II Bikeway	Fairfield	.25	.25
Alamo Creek Class I Bikeway	Vacaville	.25	.25
SR 12 Right Turn Lane Improvements	Rio Vista	.12	.06
Guardrails (4)	County	.25	.125
Guardrails (5)	Benicia	.08	.04
Guardrail (Navone Street)	Vallejo	.045	.045

## MOST DANGEROUS CALIFORNIA COUNTIES FOR PEDESTRIANS -- 1996

All CA Counties Above 100,000 population as of 1/1/97

CA Pedestrian  
Danger Index  
(Based on Incident  
rate divided by the  
% walking to work)

Rank	County	Pedestrian Fatalities 1996	All Traffic Fatalities 1996	Ped Fatalities As % Of Total	Pedestrian Injuries 1996	Population 1996	Pedestrian Fatality Rate per capita	Pedestrian Incident Rate per capita	Percent of People Walking to Work	CA Pedestrian Danger Index
1	SANTA CLARA	31	119	26%	708	1,654,800	1.9	44.7	2.0724	100.000
2	LOS ANGELES	289	863	33%	6299	9,470,900	3.1	69.6	3.2544	99.190
3	SACRAMENTO	23	113	20%	531	1,139,500	2.0	48.6	2.4361	92.614
4	ORANGE	41	197	21%	979	2,677,500	1.5	38.1	2.2336	79.148
5	SAN MATEO	12	44	27%	292	704,800	1.7	43.1	2.5560	78.311
6	CONTRA COSTA	10	66	15%	256	887,100	1.1	30.0	1.8374	75.732
7	VENTURA	7	71	10%	282	721,000	1.0	40.1	2.5150	73.960
8	KERN	23	142	16%	210	629,200	3.7	37.0	2.3735	72.402
9	SAN FRANCISCO	21	51	41%	1140	772,800	2.7	150.2	9.8379	70.866
10	SOLANO	5	49	10%	136	375,500	1.3	37.5	2.4673	70.626
11	SAN JOAQUIN	13	103	13%	226	537,700	2.4	44.4	2.9329	70.329
12	STANISLAUS	19	69	28%	159	421,900	4.5	42.2	2.8452	68.813
13	MARIN	1	10	10%	105	241,400	0.4	43.9	2.9893	68.167
14	ALAMEDA	23	107	21%	762	1,381,700	1.7	56.8	3.9697	66.416
15	SHASTA	2	35	6%	59	162,500	1.2	37.5	2.6504	65.726
16	SANTA CRUZ	3	20	15%	121	245,400	1.2	50.5	3.7752	62.113
17	SAN BERNARDINO	38	333	11%	543	1,605,000	2.4	36.2	2.8658	58.618
18	RIVERSIDE	60	278	22%	369	1,400,400	4.3	30.6	2.4676	57.611
19	FRESNO	27	185	15%	264	774,200	3.5	37.6	3.1847	54.770
20	SONOMA	10	54	19%	151	428,600	2.3	37.6	3.2605	53.464
21	TULARE	13	103	13%	117	355,900	3.7	36.5	3.3836	50.097
22	MADERA	3	44	7%	35	111,900	2.7	34.0	3.1800	49.557
23	SAN DIEGO	47	259	18%	1234	2,729,100	1.7	46.9	4.5308	48.076
24	SANTA BARBARA	8	49	16%	175	397,200	2.0	46.1	4.4946	47.569
25	EL DORADO	5	36	14%	44	144,000	3.5	34.0	3.3833	46.673
26	PLACER	1	31	3%	51	212,400	0.5	24.5	2.4447	46.473
27	KINGS	5	31	16%	37	116,700	4.3	36.0	4.0468	41.271
28	MERCED	8	53	15%	79	200,200	4.0	43.5	4.9653	40.615
29	IMPERIAL	5	35	14%	45	141,000	3.5	35.5	4.6651	35.275
30	HUMBOLDT	3	16	19%	53	125,600	2.4	44.6	5.9662	34.680
31	NAPA	2	13	15%	43	120,100	1.7	37.5	5.0782	34.240
32	BUTTE	5	29	17%	49	197,500	2.5	27.3	3.8384	33.056
33	SAN LUIS OBISPO	3	32	9%	53	232,700	1.3	24.1	4.0057	27.880
34	YOLO	5	33	15%	33	153,700	3.3	24.7	4.1995	27.320
35	MONTEREY	10	59	17%	129	368,900	2.7	37.7	7.0926	24.653

The final ranking index is based on the per capita incident rate compared to the percent of people walking to work in the county (i.e. our ranking would be lowered by either reducing the amount of pedestrian incidents or by increasing the percent of people walking to work)