



NOTE MEETING LOCATION

**Harbor Theatre
720 Main Street, Suisun City**

NOTE MEETING TIME OF 4:30 P.M.

(Awards Ceremony follows at 5:30 at the same location)

**Board Meeting
December 9, 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

December 9, 1998
STA Board Meeting

Please note special location and time:

Harbor Theatre
720 Main Street, Suisun City, CA
Regular Meeting
4:30 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 Approve Minutes of Special Meeting of November 6, 1998 – Page 19**
 - 6.2 Approve Minutes of Meeting of November 11, 1998 – Page 21**
 - 6.3 Approve Draft minutes of November 23, 1998 TAC meeting – Page 27**
 - 6.4 Authorize STA Chairman to Send Letter Requested by Bicycle Advisory Committee on the Status of McGary Road as a Bicycle Route (Dan Christians) – Page 33**
 - 6.5 Approve Mid Year STA 1998-99 Budget Revisions (Martin Tuttle) Page 39**
 - 6.6 Approve TIP Amendment Request of City of Rio Vista for Main Street Improvement Project (Dan Christians) Page 41**

- 6.7 **Approve State Transit Assistance Fund Request of City of Vacaville for CNG Fueling Facility** (Dan Christians) Page 45
- 6.8 **Defer Negotiations of Transfer of Solano Commuter Information to STA Until New Executive Director is Appointed** (Dan Christians) – Page 47
- 6.9 **Welfare to Work Update** (Matt Todd) – Page 49
- 6.10 **Approve Policy on Alternate Members** (Martin Tuttle) – Page 51

7.0 ACTION ITEMS: FINANCIAL

- 7.1 **Approve Final 1998 STIP Augmentation Applications** (Michelle Morris Brubaker) – Page 65
- 7.2 **Appoint Michelle Morris Brubaker Interim Executive Director of the STA** (Martin Tuttle) – Page 71

8.0 ACTION ITEMS: NON-FINANCIAL

- 8.1 **Approve Travel Safety Study** (Matt Todd) – Page 81
- 8.2 **Approve Resolution Adopting 5-Year Intercity Transit Plan** (Dan Christians) Page 83

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 **Draft CMAQ/STP Applications – 75% Funds** (Michelle Morris Brubaker) – Page 93
- 9.2 **CHP Report** (Jim Weddell-CHP Solano) - Page 99
- 9.3 **Information on Executive Director Search** (Chairman Erickson) – Page 111
- 9.4 **Board Members Comments**
- 9.5 **Adjournment** (Next Meeting: January 13,1999)



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

December 9, 1998
Agenda Item 3.0

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

DATE: December 2, 1998
TO: STA Board
FROM: Martin Tuttle 
RE: EXECUTIVE DIRECTOR'S REPORT

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

***Staff:** My last day at the STA is set for December 18. Michelle Morris Brubaker, the STA's current Deputy Director for Projects, is recommended to serve as Interim Executive Director in agenda item 7.2 until a permanent replacement is hired. A status report on the Executive Director recruitment process is outlined in agenda item 9.3.

***Budget:** Mid-year technical revisions are included in agenda item 6.5, reflecting recent Board actions, increased federal planning funds, equipment needs and receipt of STIP funding for the Reliever Route project. All the fund transfers are from the contingency or from new revenue.

Clean Air Strategy: Attached is correspondence from the head of the State Air Resources Board urging the STA to promote the acquisition of clean fuel transit buses. A strategy to target more of our discretionary funds to purchase CNG buses should be a priority for the Board to consider in the coming year.

Highway 37: Caltrans will provide a status report on the Highway 37 widening and interchange project to the Board at the January meeting. Caltrans project staff are confirming the details of a reported \$6-14 million shortfall for constructing the interchange structure.

Measure F: The SEDCORP Transportation Action Team is scheduled to meet on December 4 to review the results of Measure F (76% approval) and discuss potential "next steps" to assist the STA in implementing the transportation plan. A report of that meeting will be provided at the Board meeting. We continue to receive written responses to the questionnaire included in the Transportation Awareness Week/Read Measure F mailer and newspaper ads.

Highway 12 Planning: Matt Todd has been working with Caltrans staff to obtain a \$110,000 planning study grant for the Highway 12 corridor. Attached is a letter updating us on the status of the effort. The study could better position us to obtain future funding for route improvements.

Executive Director's Report, page two

***Federal TEA 21 funds:** The Board-approved projects submitted to compete for the discretionary 25% operations/safety program will be reviewed by MTC and the outcome should be known in February/March (\$41-43 million available region-wide). As outlined in information item 9.1, projects for 75% rehabilitation/replacement program (\$4.6 - \$6.2 million available for Solano) will be proposed to the Board at the January meeting.

***1998 STIP augmentation:** In addition to developing TEA 21 projects, staff has been also working on a tight schedule to propose the projects outlined in agenda item 7.1. Our county share of the STIP augmentation is \$12.2 million. A major issue for the Board to consider is the level of funds to reserve for future programming for the reported Highway 37 project shortfall and a smaller shortfall for the Reliever Route.

***Safety Study:** An accelerated, impressive effort by staff and consultants has produced the Solano Travel Safety Study Plan for Board consideration in agenda item 8.1. The plan positions the STA to compete for both the federal TEAS 21 funds described above, as well as providing a defined list of projects to consider for other funding opportunities.

Reliever Route: The Reliever Route Subcommittee will meet on December 14 to review the draft scope of work for the corridor concept plan with MTC's Karen Frick, who manages the Commission's Transportation for Livable Communities program.

***Solano Commuter Information (SCI):** Staff concurs with County staff that negotiations to transfer SCI to the STA should be deferred until a permanent Executive Director is hired. Although this item was pulled for discussion from the agenda of last month's Board meeting, the Board should be kept informed of the status of the proposal (see agenda item 6.8).

Carquinez Replacement Bridge: BCDC unanimously approved a permit on November 19 allowing Caltrans to begin initial construction work in the Straits between December 1 and March 31 (brief construction window is due to delta smelt-related requirements). Construction begins this month, with the new bridge opening to traffic at the end of 2002.

Bill Hein Retires: MTC's longtime deputy executive director Bill Hein retires on December 30. Hein, a steady supporter of STA initiatives, was instrumental in developing the financing plan to complete the Highway 12 Expressway project in 1996.

Attachments

Priority project status report, key correspondence and newspaper release.

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

Project Lead Agency	Alloted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Redesigned interchange proposed for Benicia Bridge -BCDC approved construction permit for Carquinez Bridge on 11/19 -Groundbreaking for grading at southern approach of Benicia Bridge Project delayed
Capitol Corridor CCJPB, STA	\$5,000	*	\$2,000	-5th roundtrip began October 25 -Negotiations ongoing with landowner for parking improvements at Fairfield/Suisun
Electric Vehicles STA	\$5,000	*	\$0	-Consultant services to assist in funding and implementing electric vehicle infrastructure
Federal Lobbyist STA	\$15,000	*	\$4,500	-Received a \$1 million bus purchase appropriation -Reliever Route earmark for \$14.45 million and Wilson Ave for \$.75 million in TEA 21 legislation
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Corridor study funding app. for Highway 12 is on final list -CTC approved \$33.3 million for shoulder widening and vertical curve corrections in the 1998 SHOPP -Construction to extend 4 passing lanes scheduled to start in the year 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-\$101 million programmed to fully fund the Highway 37 project including the 37/29 interchange in the 98 STIP -FHWA signed the ROD 6/98 -Status briefing to STA on 1/13/99
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
I-80 Reliever Route - Corridor Concept Plan STA	\$15,000	\$5,000	\$0	-Phase 2 proposal sent to MTC -Land Use community mtng held on 10/14, Phase 1 complete
I-80 Reliever Route - Implementation *** STA	\$22,000	*	\$11,990	-EIS/R and basemapping contract to Board in November -Leisure Town Road extension opened -Grandy and Associates selected to provide support services to the project
Intercity Transit Plan - Implementation STA	*	*	*	-Marketing contract for FY 1998-99 awarded to MIG -Updated brochure and route ads have been completed
Mare Island Access Study Vallejo	\$10,000	*	\$0	-Vallejo is seeking local match for the federally financed study to improve access to Mare Island
Miscellaneous Project Development **	\$3,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
Red Top Slide Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
Solano Bike Route Plan - Implementation **** STA	\$19,971	\$8,000	\$11,908	-Completing BikeLinks map with \$8,000 YSAQMD funds -Caltrans approved \$144,000 BLA funds and \$50,000 YSAQMD for Old Davis Road bike lanes
Solano Bikeway (along I-80 in Vallejo) Vallejo	\$10,000	*	\$0	-Cover biological and environmental analysis needed before construction
Solano Transportation Plan - Implementation STA	\$10,000	*	\$6,674	-Advisory Measure F passed overwhelmingly on 11/3 -Design/printing of plan has been completed
Traffic Safety Project Study STA	\$25,000	*	\$20,645	-Grandy and Associates selected to complete the study -Safety Plan scheduled for December Board meeting
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
TOTAL	\$139,971	\$8,000	\$57,717	
			\$147,971	

* No funds allotted at this time

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

*** Initially budgeted at \$12,000. In November, Board approved additional \$10,000 to a total of \$22,000.

**** Initially budgeted at \$15,000. In November, Board approved additional \$4,971 for a total of \$19,971.



Peter M. Rooney
 Secretary for
 Environmental
 Protection

Air Resources Board

John D. Dunlap, III, Chairman
 2020 L Street · P.O. Box 2815 · Sacramento, California 95814 · www.arb.ca.gov



Pete Wilson
 Governor

November 19, 1998

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

Dear Mr. Tuttle:

The Transportation Equity Act for the 21st Century (TEA-21) provides substantial new funding for projects needed to improve California's air quality. Because of this increased funding, it is now possible to implement a high priority clean air strategy – cleaner, alternative fueled transit and school buses.

The Air Resources Board (ARB or Board) is calling on state, local and federal agencies to join together to clean up California's public transit and school bus fleets. The Board's Resolution 98-49 (enclosed) establishes a goal that all new transit buses purchased should be alternatively fueled because these are the cleanest technology buses currently available. Transit districts such as the Sacramento Regional Transit District have successfully demonstrated that a fleet conversion to compressed natural gas is cost-effective from both operational and air quality standpoints. The Board's Resolution also recognizes that there are state air quality funds available as matching funds to address infrastructure and maintenance training needs.

Why is the Board's goal of a completely alternative-fueled transit bus fleet by 2010 so important? The simple answer is public health. This strategy is a statewide priority in terms of meeting health-based air quality standards for ozone and particulate matter, and has the added benefit of reducing public exposure to diesel particulate emissions which have been identified as a toxic air contaminant.

The Board recommends replacing the state's diesel-fueled transit buses over the next twelve years by buying only alternatively fueled buses. We estimate that the phase-in of low-emitting alternative-fueled buses, through normal fleet turnover, can be completed by 2010 by allocating about \$180 million per year in federal Transit Formula Grants, Congestion Mitigation and Air Quality Improvement (CMAQ) funds, Surface Transportation Program funds, plus \$40 million in state/local matching funds. The Board recognizes that special efforts are also needed to build new fueling facilities and train mechanics, in cooperation with the private sector and community colleges.

The Board also recommends replacing 2200 pre-1977 diesel school buses over the next five years -- our oldest and dirtiest buses -- as a significant step toward phasing out over 15,000 diesel school buses. To pay for low-emitting alternative-fueled school buses, the Board recommends allocation of about \$60 million per year statewide in federal CMAQ funds, augmented with air district motor vehicle fee funds for the local match.

California will receive about \$18 billion in transportation funds over the six-year period of TEA-21. The additional cost for purchasing only the cleanest technology buses is approximately \$200 million over 6 years -- or approximately 1% of the projected transportation funding to California during this same period. Clearly this is a cost-effective use of our transportation dollars given the clean air benefits. In addition, California's air quality agencies are prepared to contribute air quality funds for cleaner buses. Motor Vehicle Registration Fee project funds and state incentive funds for heavy-duty engines are two potential sources of matching dollars.

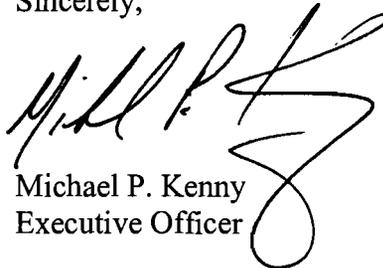
The unprecedented level of federal assistance coming to California for air quality-related transportation programs provides a unique and timely opportunity to pursue concerted efforts to clean up California's bus fleets. We are aware that project allocations for the full duration of TEA-21 funding are being considered in several areas, adding urgency to this matter. We strongly support provision of convenient and reliable bus service to aid mobility and clean air objectives. By ensuring that all buses purchased with these new federal dollars are as clean as possible, both our mobility and public health goals can be met.

We know that implementation of this clean air initiative will require resolution of several critical issues and attention to the genuine concerns of transit providers and others regarding alternative-fueled buses. ARB staff has prepared a brief "Questions and Answers" paper that we expect will address the most immediate concerns (enclosed paper includes Resolution 98-49).

You and your Board are in a position to make a difference for public health and air quality. I urge you to consider these recommendations and incorporate them into your funding allocations. I also request that you keep ARB informed of scheduled meetings and decisions related to transit and CMAQ funding, as well as the outcomes of those meetings. If you have questions or concerns, please contact me at (916) 445-4383 or Ms. Lynn Terry, Deputy Executive Officer, at (916) 322-2739.

Thank you for your consideration of this important matter.

Sincerely,



Michael P. Kenny
Executive Officer

Enclosure

ccs: See next page

cc: Air Pollution Control District
Allan Hendrix, California Department of Transportation
Pete Hathaway, California Transportation Commission
Leslie T. Rogers, Federal Transit Administration
Jeffrey A. Lindley, Federal Highway Administration
David Howekamp, U.S. EPA Region 9
Ed Gerber, California Transit Association



CLEANER ALTERNATIVE FUEL BUSES: QUESTIONS AND ANSWERS

What is the Air Resources Board's "Cleaner Bus Fleet" proposal?

The Air Resources Board (ARB or Board) is calling on state, local and federal agencies to join together to clean up California's public transit and school bus fleets. The Board's Resolution 98-49 (attached) establishes a goal that California's transit fleets be entirely alternatively fueled by 2010. To achieve this goal, the Board proposes that all new transit buses purchased in California be alternatively fueled because these are the cleanest technology buses currently available. The Board also recommends that the most polluting school buses (pre-1977) be replaced over the next five years.

Why is it so important to buy cleaner alternative fuel buses at this time?

The simple answer is public health. This clean air strategy is a statewide priority for meeting health-based air quality standards for ozone and particulate matter, and has the added benefit of reducing public exposure to diesel particulate emissions, a toxic air contaminant. Use of low-emitting transit and school buses in place of diesel buses will provide reductions in oxides of nitrogen (NOx) needed to meet air quality standards by Clean Air Act deadlines.

Why is it now possible to fund cleaner buses?

The Transportation Equity Act for the 21st Century (TEA-21), recently enacted by Congress, contains unprecedented levels of federal support for transportation-related purchases. California's share of funds will exceed \$18 billion in the six-year period of TEA-21. California's congressional delegation helped to secure a 120 percent increase in funds coming to the state through the Congestion Mitigation and Air Quality Improvement (CMAQ) program -- about \$300 million per year in funds is designated for transportation projects that have air quality benefit. Transit formula funds and Surface Transportation Program (STP) funds were also significantly increased, and a new grant program for clean fuel buses was created.

TEA 21 addresses both air quality and transportation needs. Therefore, it is appropriate that all TEA 21 funds which are utilized for transit programs -- TEA-21 transit formula

funds, CMAQ and STP funds -- be used to purchase the cleanest possible technology as transit buses are replaced or fleets are expanded. Doing so maximizes the air quality benefit of these funds in meeting our public health goals.

Air quality agencies are committed to doing their part by providing funds to help meet local match requirements. Motor Vehicle Registration Fee funds and state incentive funds for heavy-duty engines are potential sources of matching dollars. For example, the South Coast Mobile Source Review Committee has committed over \$8.2 million for local transit bus replacements during the two-year period 1997-1999. Furthermore in fiscal year 1999-2000, the MSRC proposes to allocate between \$6 million and \$9 million for alternative fueled, cleaner buses.

How much cleaner are alternative fuel buses?

Current technology diesel buses (new diesel buses) emit twice the nitrogen oxide (NOx) emissions than do alternative fuel buses. Furthermore, pre-1977 diesel school buses emit three times the NOx emissions that new alternative fuel school buses emit and four times more particulate matter (PM10).

What alternative fuels are available at this time?

Currently, compressed natural gas (CNG) and liquefied natural gas (LNG) engines are commercially available for urban bus application. CNG is the alternative that has been most commonly used for transit buses and school buses. LNG is now being specified for transit districts with large service areas where range is more of a concern. With continuing advances in fuel cell and hybrid electric vehicle technology, it appears likely that other cleaner alternatives will be available and economically competitive in future years.

Are heavy-duty alternative fuel engines readily available?

Yes. Engine manufacturers have stated that they will be able to meet increased demand. The lead time required for natural gas bus purchases is generally 18 to 24 months from vehicle order to delivery, which is comparable to diesel buses. Engines certified to a 2.5 grams NOx per brake-horsepower hour standard are available from Cummins and Detroit Diesel Corporation.

What is the driving range of natural gas buses?

LNG buses have an average range comparable to that of diesel buses, 350-400 miles. CNG buses have a range of about 300 miles. Hilly terrain affects the range of diesel and natural gas buses in a similar way.

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What is the driving range of natural gas buses?

LNG buses have an average range comparable to that of diesel buses, 350-400 miles. CNG buses have a range of about 300 miles. Hilly terrain affects the range of diesel and natural gas buses in a similar way.

How reliable are alternative fuel engines and how do operating costs compare to diesel buses?

Alternative fuel technology has greatly improved in recent years. Past problems with alternative fuel engines can usually be traced to older engine models or those from lesser known companies. Most transit agencies with CNG buses now report comparable or lower operating costs than for diesel buses, citing lower fuel costs, longer oil change intervals, and reduced engine wear. In general, agencies that have committed to alternative fuel technology, researched engine makes, and provided training to their mechanics and operators are satisfied with the reliability and operating costs of their buses.

What about developing fueling facilities?

Providing an adequate fueling infrastructure can be accomplished in many ways, depending on the size and the operational needs of the transit agency or school bus operator.

Larger operators generally build and maintain fueling stations at their own facilities, and can thus negotiate for lower-cost fuel contracts. Smaller operators may find fuel purchase at a public refueling station more cost-effective. Alternatively, a utility company may pay some or all of the costs of building and maintaining a fueling station. The company recovers its investment through fuel sales. The operator purchases the needed fuel through a fuel contract negotiated with the utility company. This approach provides some fuel price stability and the operator does not bear the costs of building and maintaining the station.

Development plans for new fueling facilities should consider fuel capacity and fill rate, fueling access, and the price of fuel. The fueling station should be sized to satisfy the maximum fuel load from the existing fleet and to accommodate projected near-term expansion of the fleet to alternative fuel. Whether the facility needs to have quick-fill capability or whether fueling needs could be addressed by slow-fill is another decision. Additionally, operators will need to decide whether they want the fueling station to be a private-access facility, a semi-public facility, or a full public-access facility. Depending on the anticipated fuel throughput, fleet operators may be able to enter into a fuel contract with a fuel provider for reduced fuel price.

Cost-effectiveness and opportunity can be enhanced by cooperative agreements in which transit agencies and school bus operators share CNG fueling facilities.

What are the costs of alternative fuel infrastructure?

The cost of building an alternative fuel fueling station depends on many factors, such as quality of the feed (inlet) gas, fuel capacity and throughput requirements, quick or slow fill, number of fuel dispensers, compressor back-up capability, etc. For example,

approximately \$2 million would be needed to build a quick-fill CNG fueling station to serve a medium-sized CNG bus fleet (up to about 120 buses). The cost would be significantly lower (about \$500,000 to \$700,000) to build a CNG fueling station for smaller-sized CNG bus fleets (about 40 buses), or for fleets that could accommodate slow-fill systems.

What are some operators with experience running alternative fuel bus fleets?

Antelope Valley Schools
Transportation Agency
Culver City Municipal Bus Lines
Fresno Area Rural Transit Agency
Golden Empire Transit
Los Angeles Metropolitan
Transportation Authority

Omnitrans
Sacramento Regional Transit
San Diego Metropolitan Transit District
Sonoma County Transit
Sunline Transit Agency

For more information, please call:

Planning & Technical Support Division
Air Resources Board
(916) 322-0285

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Antelope Valley Schools Transportation Agency	Omnitrans
Culver City Municipal Bus Lines	Sacramento Regional Transit
Fresno Area Rural Transit Agency	San Diego Metropolitan Transit District
Golden Empire Transit	Sonoma County Transit
Los Angeles Metropolitan Transportation Authority	Sunline Transit Agency

For more information, please call:

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California Air Resources Board

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Board Urges Use of New Federal TEA-21 Funds to Clean California's Transit and School Bus Fleets

This page updated September 28, 1998.

State of California
AIR RESOURCES BOARD

Resolution 98-49

September 24, 1998

Agenda Item No. 98-10-04

WHEREAS, Section 39600 of the Health and Safety Code authorizes the Air Resources Board (Board) to take actions as necessary to execute the powers and duties granted to and imposed upon the Board;

WHEREAS, extensive reductions in oxides of nitrogen (NO_x) and combustion generated particulates from diesel engines are needed in order to meet California's State Implementation Plan (SIP) commitments for ozone and particulate matter;

WHEREAS, older pre-1977 school buses emit three times more NO_x than new alternative fuel school buses and four times more particulate matter (PM₁₀);

WHEREAS, replacement of diesel buses with cleaner alternative-fuel buses has been found to be a cost-effective means of reducing ozone-forming emissions; for example, ARB's evaluations of the use of motor vehicle registration fees have shown that compressed natural gas (CNG) transit and school buses have achieved a cost-effectiveness in the range of \$10,000 and \$12,000 per ton of emissions of NO_x reduced;

WHEREAS, on August 27, 1998, following extensive scientific review and public hearings, and consistent with the Scientific Review Panel and the Office of Environmental Health Hazard Assessment's conclusions, the Board formally identified particulate emissions from diesel-fueled engines as a toxic air contaminant, and has initiated the risk management process to determine how best to reduce exposure to these emissions;

WHEREAS, the Board, through the adoption of Resolution 98-35, has directed its staff to begin the risk management process for particulate emissions from diesel-fueled engines, including convening a Diesel Exhaust Advisory Committee to assist staff in the identification of measures and strategies to reduce these emissions and exposure to them;

WHEREAS, replacing diesel powered school and transit buses with cleaner, alternative fueled buses is a clean air strategy for meeting health-based air quality standards for ozone and particulate matter and has the added benefit of reducing exposure to diesel particulate emissions which have been identified as a toxic air contaminant;

WHEREAS, the United States Congress, with the strong bipartisan support of the California Congressional Delegation, has substantially increased funds available for transportation-related projects and programs that reduce air pollution through the adoption of the Transportation Equity Act for the 21st Century (TEA-21);

WHEREAS, Congress included in TEA-21 several programs that are potential sources of funds for purchase of cleaner alternative-fuel public transit vehicles, including the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Clean Fuels Formula Grant Program, the Transit Formula Grant Program, the Transit Capital Investment Program, and the Surface Transportation Program;

WHEREAS, California's share of CMAQ funds has been increased under TEA-21 by more than 100 percent, to an average of about \$300 million per fiscal year between 1998 and 2003;

WHEREAS, the CMAQ Program is a potential source of funds for purchase of clean-fuel school buses as well as public transit buses;

WHEREAS, potential sources of local and state matching funds for cleaner alternative-fuel bus purchases include motor vehicle fee surcharge funds, State trust funds for heavy-duty vehicle emission reductions; transportation sales tax revenues, school transportation funds and school bus replacement and infrastructure funds;

WHEREAS, technical training, infrastructure development, and commitment to alternative fuel programs are important to their success.

NOW, THEREFORE, BE IT RESOLVED that the Board calls upon State, local and federal agencies, including air districts, regional transportation planning agencies, local governments, public transit agencies, school and community college districts, the California Department of Transportation, the California Transportation Commission, the California Energy Commission, and elected officials to join together with us in actions to "clean the fleet." We support immediate and continuing efforts to replace diesel-fueled school and public transit buses with cleaner alternative-fuel buses, including the provision of necessary infrastructure and technical training. We strongly urge air pollution control districts and air quality management districts to take a leadership role in bringing together affected agencies to agree on steps needed to implement diesel school and public transit bus replacement.

BE IT FURTHER RESOLVED that the Board recommends the following targets for clean fuel bus purchases to take advantage of significant public health benefits available to California through TEA-21 programs:

For school buses, replacement of the remaining 2200 pre-1977 Type 1 diesel buses by 2003, at an approximate annual cost of \$60 million in CMAQ funds and \$8 million in local/state matching funds. This will be an important step toward the eventual replacement of all diesel-fueled school buses.

For public transit buses, replacement of the remaining 5000 diesel-fueled buses by 2010, and exclusive purchase of alternative fuel buses for fleet expansion, at an approximate annual cost of \$180 million in TEA-21 and subsequent federal funds and \$40 million in local/state matching funds.

BE IT FURTHER RESOLVED that the Board directs staff to distribute this resolution and its recommendations to County Boards of Supervisors and City Councils, to State, local and federal transportation, education and air quality agencies, and to school and community college districts. The Board further directs staff to work with air districts to engage these parties in discussions to plan and fund the conversion of California's school and public transit bus fleets to cleaner alternative fuels. The Board further directs staff to keep the Diesel Exhaust Advisory Committee apprised of its efforts.

I hereby certify that the above is a true and correct copy of Resolution 98-49, as adopted by the Air Resources Board.



Pat Hutchens, Clerk of the Board

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A department of the California Environmental Protection Agency

WHEREAS, California's share of CMAQ funds has been increased under TEA-21 by more than 100 percent, to an average of about \$300 million per fiscal year between 1998 and 2003;

WHEREAS, the CMAQ Program is a potential source of funds for purchase of clean-fuel school buses as well as public transit buses;

WHEREAS, potential sources of local and state matching funds for cleaner alternative-fuel bus purchases include motor vehicle fee surcharge funds, State trust funds for heavy-duty vehicle emission reductions; transportation sales tax revenues, school transportation funds and school bus replacement and infrastructure funds;

WHEREAS, technical training, infrastructure development, and commitment to alternative fuel programs are important to their success.

NOW, THEREFORE, BE IT RESOLVED that the Board calls upon State, local and federal agencies, including air districts, regional transportation planning agencies, local governments, public transit agencies, school and community college districts, the California Department of Transportation, the California Transportation Commission, the California Energy Commission, and elected officials to join together with us in actions to "clean the fleet." We support immediate and continuing efforts to replace diesel-fueled school and public transit buses with cleaner alternative-fuel buses, including the provision of necessary infrastructure and technical training. We strongly urge air pollution control districts and air quality management districts to take a leadership role in bringing together affected agencies to agree on steps needed to implement diesel school and public transit bus replacement.

BE IT FURTHER RESOLVED that the Board recommends the following targets for clean fuel bus purchases to take advantage of significant public health benefits available to California through TEA-21 programs:

For school buses, replacement of the remaining 2200 pre-1977 Type 1 diesel buses by 2003, at an approximate annual cost of \$60 million in CMAQ funds and \$8 million in local/state matching funds. This will be an important step toward the eventual replacement of all diesel-fueled school buses.

For public transit buses, replacement of the remaining 5000 diesel-fueled buses by 2010, and exclusive purchase of alternative fuel buses for fleet expansion, at an approximate annual cost of \$180 million in TEA-21 and subsequent federal funds and \$40 million in local/state matching funds.

BE IT FURTHER RESOLVED that the Board directs staff to distribute this resolution and its recommendations to County Boards of Supervisors and City Councils, to State, local and federal transportation, education and air quality agencies, and to school and community college districts. The Board further directs staff to work with air districts to engage these parties in discussions to plan and fund the conversion of California's school and public transit bus fleets to cleaner alternative fuels. The Board further directs staff to keep the Diesel Exhaust Advisory Committee apprised of its efforts.

I hereby certify that the above is a true and correct copy of Resolution 98-49, as adopted by the Air Resources Board.



Pat Hutchens, Clerk of the Board

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A department of the California Environmental Protection Agency

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING PROGRAM - MS 32

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CALIFORNIA 94274-0001

TELEPHONE (916) 653-8967

FAX (916) 653-1447



11-23-98P12:10 RCVD

November 16, 1998

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

Dear Mr. Tuttle:

*Marty - time as me
Long*

Thank you for expressing your interest in the proposed State Planning and Research funding for the Route 12 Interregional Corridor Study as submitted by California Department of Transportation (Caltrans) District 4.

I am pleased to inform you that this project has been favorably received by Caltrans' preliminary screening panel, and has passed the initial priority setting process. All of the projects that have been approved at this stage will soon be forwarded for final review and approval by Caltrans, and then on to the Federal Highway Administration for their approval and authorization to proceed. Unfortunately, we got a late start processing projects under the new TEA-21 and an important consideration during the approval process is the ability to actually spend the funds this fiscal year.

Thank you again for taking the time to share your support of this Study with us.

OLIN WOODS, Chief
Office of Corporate Management Planning

cc: HYahata, District 4
AHendrix



METROPOLITAN Joseph P. Bort MetroCenter
 TRANSPORTATION 101 Eighth Street
 COMMISSION Oakland, CA 94607-4700
 Tel: 510.464.7700
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NEWS RELEASE

For Immediate Release

Contact: Steve Heminger: 510/464-7810
 Marjorie Blackwell: 510/464-7884

More Staff Changes

MTC's Long-Time Deputy Director Retires

OAKLAND, Calif. Nov. 23, 1998. . . William F. Hein, deputy executive director of the Metropolitan Transportation Commission (MTC) since 1978, is retiring on Dec. 30, 1998. Steve Heminger, current MTC manager of Legislation and Public Affairs, has been named to replace him.

Lawrence D. Dahms, MTC executive director, announced Hein's retirement and concurrent staff changes at the MTC Commission meeting on Thursday, Nov. 18. "I will greatly miss the wise counsel and steady support that Bill Hein has provided over the past 20 years," Dahms said. "He has contributed significantly to MTC's operations and management as our responsibilities have increased tremendously over the past two decades.

"I am confident," Dahms added, "that Steve Heminger will provide the same kind of effective leadership as deputy director that he has demonstrated as manager of Legislation and Public Affairs over the last five years."

Before joining MTC, Hein was director of planning for BART from 1970 to 1977. Prior to that, he served as bureau chief for the New Jersey Department of Transportation, as an analyst for the California Legislative Analyst's office, an

-more-

-2-

engineer with the California Bridge Department and the city of Santa Clara, and as a Peace Corps volunteer for two years in Bangladesh. Hein holds master's degrees in engineering and public affairs from Princeton University and a bachelor's degree in civil engineering from the University of Colorado.

Heminger joined MTC in 1993 as manager of Legislation and Public Affairs, with responsibility for directing MTC's state and federal legislative advocacy as well as its public outreach and information activities. He will continue to serve as MTC's primary spokesperson.

Therese McMillan, manager of MTC's Finance section, will assume the additional responsibility for the agency's legislative and public information programs. McMillan joined MTC in 1984 as a planner and has been head of the Finance section since 1993, with responsibility for managing MTC's strategic financial planning and programming of federal, state and regional fund sources.

Dahms also announced that Alvin Teragawachi, former BART controller/treasurer, has been named interim controller/treasurer of the Bay Area Toll Authority, MTC's operating arm for allocation of revenues collected on state-owned Bay Area toll bridges.

-30-

NOTE: A TIFF file containing a photo of William Hein is attached. The photo also is available by e-mail or regular mail. Send e-mail request to: <emicha@mtc.ca.gov> and photo will be e-mailed directly to you.

December 9, 1998
Agenda Item 6.0



DATE: December 2, 1998
TO: STA Board
FROM: Martin Tuttle
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

That the STA Board approves the following attached consent items:

1. Minutes of Special Meeting of November 6, 1998
2. Minutes of Meeting of November 11, 1998
3. Draft Minutes of November 23, 1998 TAC Meeting
4. STA Chairman to Send Letter Requested by Bicycle Advisory Committee on the Status of McGary Road as a Bicycle Route
5. Mid Year STA 1998-99 Budget Revisions
6. TIP Amendment Request of City of Rio Vista for Main Street Improvement Project
7. State Transit Assistance Fund Request of City of Vacaville for CNG Fueling Facility
8. Defer Negotiations of Transfer of SCI to STA Until New Executive Director Is Appointed
9. Welfare to Work - Update
10. Approve Policy on Alternate Members



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Special Meeting of
November 6, 1998**

1.0 Call to Order – Confirm Quorum

Chairman Erickson called the meeting to order at 12:03 p.m. A quorum was confirmed.

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

MEMBERS
ABSENT: None

ALSO PRESENT:	Jim Weddell	California Highway Patrol
	Mary McCarthy	SEDCORP
	Elizabeth Richards	Solano Commuter Information
	Martin Tuttle	STA
	Stacy Medley	STA

2.0 Approval of Agenda

Member Kondylis made a motion to approve the agenda, which was seconded by Member Slade and approved unanimously.

3.0 Public Comments

Jim Weddell, of the California Highway Patrol (CHP), distributed a flier announcing a retirement dinner for Captain Jim Young. The dinner will take place November 13 in Dixon.

4.1 Approve Recruitment/Selection Process for new Executive Director

Board members expressed comments in regard to the proposed salary range and recruitment process

for the new Executive Director. Mary McCarthy encouraged the Board to select an individual who is a “risk taker” and who could work with business representatives. The Board agreed that the services of a recruiting firm should be obtained to assist the Board and a search committee. The Board directed Martin Tuttle to prepare a salary survey of other transportation agencies to assist in the listing of a salary range. Member Coglianesi made a motion to allow Chairman Erickson to select a three member Board search committee, which was seconded by Member Spering and approved 6-1-1 (Gizzi voting no and Kondylis abstaining).

Chairman Erickson appointed Members Donahue and Slade to join him on the Search Committee. The new committee set its initial meeting for November 11 at 4:00 p.m. at the STA, prior to the regular Board meeting.

Member Kondylis distributed a flier on an upcoming Transportation for Livable Communities workshop and Member Lessler thanked those who worked on the recent passage of Measure F.

5.2 Adjournment

The meeting adjourned at 1:05 p.m.



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
November 11, 1998**

1.0 Call to Order - Confirm Quorum

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

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

MEMBERS
ABSENT: None

ALSO PRESENT:	Kevin S. Daughton	City of Fairfield
	Jim Weddell	CHP-Solano
	Paul Hom	City of Vacaville
	Gary Leach	City of Vallejo
	Tad Tobitt	Creegan and D'Angelo
	Robert Jones	Creegan and D'Angelo
	Bernice Kaylin	League of Women Voters
	Randall Harrison	Mark Thomas and Co. Inc.
	Mike Lohman	Mark Thomas and Co. Inc.
	Elizabeth Richards	Solano Commuter Information
	Martin Tuttle	STA
	Michelle Morris Brubaker	STA
	Dan Christians	STA
	Matt Todd	STA
	Stacy Medley	STA
	Michael Segala	Suisun City (Alternate)

2.0 Approval of Agenda

Chairman Erickson said that Item 8.1, "Approve Executive Director Recruitment and Selection Process" would be renumbered 7.5 and become an *Action Item: Financial*; and at the request of Solano County, Agenda Item 8.4, "Approve Support for the Transfer of Solano Commuter Information (SCI) agency to the STA," would be removed from the agenda. The amended agenda was unanimously approved by the STA Board on a motion by Jim Sperring with a second by Jerry Hayes.

3.0 Executive Director's Report

Martin Tuttle introduced Michelle Morris Brubaker, STA's new Deputy Director for Projects and updated the following items from the report contained in the agenda package:

- Safety Projects
- Measure F Questionnaire Results
- SolanoLinks Section 3 Grant for \$1 million
- Reliever Route
- Federal TEA-21 Funds
- Carquinez Replacement Bridge
- Madere Bridge
- Capitol Corridor
- Clean Air Paratransit Vans
- Lighted Crosswalk

4.0 Comments/Update from Staff, Caltrans, and MTC

Dan Christians showed the STA Board the new SolanoLinks brochure the Consortium recently prepared. He said that 20,000 copies have been made available to all the members. Matt Todd said that the new Solano Paratransit CNG van was parked outside the building tonight.

5.0 Public Comment

Jim Weddell of CHP said that he would be making a presentation to the Solano County Board of Supervisors to use radar on Interstates 80, 680 and 505. There is no target date set yet on when the program might begin. Steve Lessler asked Officer Weddell about the need for clearer signage for the I-80 HOV flyover near the Bay Bridge. Jim Weddell said he would call Caltrans District 4 and discuss this matter with them.

6.0 Consent Agenda

Jerry Hayes said that he was not at the last STA Board meeting and he would not be voting on the minutes. With the exception of the minutes, the consent agenda was unanimously approved on a motion by Jim Sperring with a second by Member Slade. The following items were approved as part of the consent agenda:

6.2 Draft minutes of October 28, 1998 TAC meeting

6.3 Approve Funding for December 9 STA Awards Ceremony

6.1 Authorize Letter of Support from STA Chairman to Expedite Solano Bikeway Project

Item 6.1, Minutes of Meeting of October 14, 1998, was approved by the STA Board by seven affirmative votes and one abstention by Jerry Hayes on a motion by Member Spering with a second by Member Lessler.

7.1 Approve Project Development Fund Requests

Dan Christians described this request from various member jurisdictions for \$29,971 of project development funds from 1997-98 fund balance. The requests include \$10,000 for environmental investigation for the Solano Bikeway; \$5,000 for the electric vehicle priority project; \$10,000 for I-80 Reliever Route project management services; and \$4,971 for additional printing of the BikeLinks maps. Also, State Transit Assistance funds would be sought for the City of Vacaville's match for their CNG fueling facility.

Jerry Hayes asked if the I-80 Reliever Route management services could later be reimbursed from STIP or other funds. Staff responded that the STIP funds cannot fund current services until the California Transportation Commission had acted on the STA's current allocation request, expected to be approved at their December or January meeting.

The \$29,971 of additional 1998/99 project development fund requests from the 1997/98 fund balance was unanimously approved on a motion by Jim Spering with a second by Member Slade.

7.2 Amendment to Contract with Grandy and Associates for I-80 Reliever Route Management Services

Michelle Morris Brubaker presented this staff report and said that this contract amendment was needed to continue the project management services for the I-80 Reliever Route.

After discussion, the STA Board unanimously approved up to \$10,000 in 1998-99 project development funding for the I-80 Reliever Route project support costs (up to three months) and approved Amendment No. 1 with Grandy and Associates based on the proposed scope of work on a motion by Member Lessler with a second by Member Spering.

7.3 Contract with Jones and Stokes Associates to Prepare EIR/S for I-80 Reliever Route Project

Dan Christians said that interviews were recently held with two environmental firms, EIP Associates and Jones and Stokes Associates, by a panel of planners from member agencies. The firm selected Jones and Stokes to conduct the study.

A contract amount of \$323,500 was negotiated with the firm to be funded out of the STIP allocation.

The STA unanimously authorized the Executive Director to enter into a contract with Jones and Stokes Associates to prepare an environmental impact report/study for the I-80 Reliever Route for \$323,500, subject to the allocation of STIP funds for project support services, on a motion by Member Coglianese with a second by Member Slade.

7.4 Authorize the Executive Director to Enter into a Contract with Mark Thomas and Co. Inc. for Base Mapping and Plan Line Documents for I-80 Reliever Route Project

Michelle Morris Brubaker said that a panel of engineers/surveyors from member jurisdictions also interviewed four firms to prepare base mapping and plan line documents for the I-80 Reliever Route project. After closely following the Caltrans procedures, the panel scored all the firms and selected the firm of Mark Thomas and Co. Inc. A contract amount of \$212,950 was negotiated for the contract.

The STA unanimously authorized the Executive Director to enter into a contract with Mark Thomas and Co. Inc. to prepare base mapping and plan line documents for the I-80 Reliever Route project for \$212,950, subject to the allocation of STIP funds for project support services, on a motion by Member Spering with a second by Member Coglianesse.

8.1 Executive Director Recruitment and Selection Process

Chairman Erickson said that a special STA Board meeting was held on November 6 to discuss the recruitment process for a new Executive Director. As a result of that meeting, the STA obtained two proposals to provide recruitment services. The Executive Committee reviewed the proposals and recommends that the Chairman be authorized to sign a contract with Shannon Associates for a base contract of \$10,500 for the basic search, with a maximum not to exceed \$15,000 (at \$150 an hour) for additional hourly services needed to negotiate a contract with the selected candidate.

Chairman Erickson said that the salary range of the position would be \$81,500 - \$92,500. The search firm would select the top ten candidates for review by the Executive Committee and then submit the top 2 or 3 candidates for interview by the whole STA Board. Jim Spering requested that the job announcement be modified to include: experience in "...bicycles and pedestrians" and "...in drafting ~~some~~ legislation.."1

Barbara Kondylis asked why the Board was going to fund 100% of the Public Employees Retirement (PERS) contribution when most county employees have to contribute their share. Chairman Erickson said that this benefit was needed to attract the best candidates since many of them will be coming from agencies that already provide 100% PERS.

After discussion, on a vote of 7-1 (with Kondylis voting no) the Chairman was authorized to enter into a contract with Shannon and Associates to provide Executive Director recruitment services with the base amount of \$10,500 and a total not to exceed \$15,000 from the STA budget contingency, and revise the job description as discussed and set the salary range of the new Executive Director at \$81,500 - \$92,500, on a motion by Jerry Hayes with a second by Jim Spering.

8.2 TEA-21 25% Program Corridor Plans

Matt Todd presented the TEA-21 25% Program Corridor Plans including various projects that will compete for the approximately \$40 million in the region. The first priority projects in Solano include transit kiosks, lighted sidewalks, park and ride lots, traffic operation systems, bike/pedestrian projects, and low cost safety projects. The project sponsors will submit applications by December 15.

After discussion, the STA Board unanimously approved the TEA-21 25% Corridor Plans on a motion by Dan Donahue with a second by Jerry Hayes.

8.3 Letter of Support for Caltrans Highway 12 Statewide Planning Grant

Matt Todd described this pending request by Caltrans District 4 to obtain a \$110,000 Statewide Planning Grant to conduct a Route 12 Interregional Corridor Study.

After discussion, the letter of support was unanimously approved on a motion by Jerry Hayes with a second by Member Lessler.

8.5 Review Results of Reliever Route Corridor Plan Study (Phase 1) and direct Staff to Proceed with Phase 2 Proposal

Michelle Brubaker described the results of the Phase 1 Study (including the workshop held in October) and said that a draft scope of work had been prepared for the proposed Phase 2 study. It was proposed that \$30,000 from MTC's "Transportation for Liveable Communities" be matched with \$15,000 of STA funds.

Michelle said that the Reliever Route Working Group reviewed the proposed scope of work and that there was some optional language on general plans (see highlighted text) being proposed by Fairfield and Vacaville planning staffs. Martin Tuttle said the scope could be discussed at the December meeting of the Reliever Route Subcommittee.

Steve Lessler said that the language in Phase 2 regarding open space was more explicit than what was included in the Phase 1 scope and requested that the Phase 1 language remain the same.

Rischa Slade said that her planning staff was concerned about affecting the general plan goals of their community. Steve Lessler said that it was important for the STA and the cities to work collectively and collaboratively together. Marci Coglianesi said that the study needs to respect the cities' general plans but also needs to be open to respond to community needs. Chairman Erickson said that these matters would be addressed at their December meeting.

Michael Segala asked a question about traffic along the Reliever Route corridor. Steve Lessler raised a point of order regarding the participation of the Suisun City Alternate in this discussion. Michael Segala withdrew his question. Jim Sperring said he thought it was all right for Michael Segala, an alternate, to participate in the discussion.

Jim Sperring said that the STA has no authority but a responsibility to address land uses.

After lengthy discussion, the STA Board approved the results of the Reliever Route Corridor Plan Study (Phase 1) and directed staff to proceed with the Phase 2 proposal, with the scope of work description to be consistent with Phase 1, on a motion by Steve Lessler with a second by Jim Sperring.

9.1 Travel Safety Study

Matt Todd presented the Draft Travel Safety Study. He said it was under review by the agency staffs and that the final version will be brought back at the December meeting.

9.2 CMAQ/STP Applications – 75% Funds

Michelle Morris Brubaker updated the STA Board on the CMAQ/STP funds and said the program was on a tight schedule with applications due to the STA on November 23. A bid target of \$6.2 million with a minimum allocation of \$4.6 million has been allocated to Solano jurisdictions. The TAC had agreed to a reserve for safety projects off the top with the remainder split 80% pavement projects to 20% transit projects with the Consortium dealing with the transit priorities. She said that a 1998 STIP augmentation of \$12.2 million for streets and roads maintenance was also being proposed by Caltrans. The Board will need to approve the final listed 1998 STIP augmentation projects at the December Board meeting.

9.3 Board Members Comments

Martin Tuttle reminded the STA Board of the Awards reception and ceremony to be held on December 9 at 5:30 p.m. immediately following the 4:30 p.m. STA Board meeting. He passed around a list of nominees from the Executive Committee to receive awards and special recognitions at the ceremony. The STA Board meeting and awards ceremony will be held at the new Harbor Theatre in Suisun City. Dan Donahue said it was a good list and was long overdue. Barbara Kondylis said there should be a category for special innovative projects and she asked who picked the nominees. Martin Tuttle said they were recommended by member agencies and the STA staff. Next year it was agreed there should be a more inclusive nomination process.

Jim Sperring asked about TEA-21 funding that might be available for railroad museums. Martin Tuttle said he would send him some information. Member Sperring also requested that a "Fiscal Impact" line be added to staff reports.

Jerry Hayes said that he regretted he wasn't at the last STA meeting on the ferry study and that Steve Gizzi was the only council member against their ferry plan.

Barbara Kondylis asked that a Welfare to Work item be included on each STA agenda. She also said that she was concerned about the Executive Committee reviewing matters like the Solano Commuter Information matter.

Marci Coglianesse said that the Helen Madere Memorial Bridge renaming ceremony in Rio Vista on October 21 was a great day and thanked everyone whom attended.

Steve Lessler requested that his point of order on STA alternates be agendized for discussion.

9.4 Adjournment

Chairman Erickson adjourned the meeting at 7:15 p.m. He said the next meeting will be on December 9, at 4:30 p.m. at the new Harbor Theatre in Suisun City; STA Awards Reception and Ceremony to follow at 5:30 p.m.



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the Meeting of
November 23, 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 9:03 a.m. by Martin Tuttle at the STA conference room.

PRESENT:	Julian W. Carroll	Caltrans
	Hilmer (Ace) Forsen	Caltrans
	Jim Weddell	CHP
	Michael Throne	City Of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Farhad Iranitalab	City of Fairfield
	Michael Lee	City Rio Vista
	Otto Bertolero	City of Suisun City
	Julie M. Pappa	City of Suisun City
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Tawnia Skow	City of Vacaville
	Gary Leach	City of Vallejo
	Bob Grandy	Grandy and Associates
	John Gray	Solano County
	Elizabeth Richards	Solano Commuter Information (SCI)
	Martin Tuttle	STA
	Michelle Morris Brubaker	STA
	Dan Christians	STA
	Matt Todd	STA

Agenda Item 2. Approval of Agenda

The agenda was approved on a motion by Gian Aggarwal with a second by Michael Lee.

Agenda Item 3. Minutes of Meeting of October 28, 1998

The minutes of October 28, 1998 were unanimously approved on a motion by Gary Leach with a second by Gian Aggarwal.

Agenda Item No. 4. Opportunity for Public Comment

None

Agenda Item No. 5. Comments from Staff, Caltrans, MTC

Martin Tuttle passed out a list of projects to receive awards on December 9. The STA Board meeting will be at 4:30 p.m. with the awards reception to begin at 5:30 p.m.

Agenda Item No. 6. Consortium Update

Since the Consortium will not meet until 1:30 p.m., there was no report.

ACTION ITEMS

Agenda Item No. 7. TIP Amendment Request for Rio Vista

Dan Christians said City of Rio Vista was requesting this TIP amendment since they would like \$67,923 of previously programmed STP funds programmed for their Main Street Improvement Project.

The STA TAC unanimously approved the TIP Amendment request of Rio Vista on a motion by Morrie Barr with a second by Gian Aggarwal.

Agenda Item No. 8 Support of BAC Letter on McGary Road Bike Route

Dan Christians said the Bicycle Advisory Committee had requested that a letter be sent by the STA Board on the McGary Road Bike Route situation, particularly as it relates to the adjacent Solano Bikeway currently in final stages of plan preparation. The road had been closed with moveable barriers by the City of Fairfield for road repairs and the BAC had previously sent a letter requesting the road remain open for bicyclists but had not received an official response. The BAC had heard that the road was going to be closed with a fence and they hadn't had any opportunity for public input. Morrie Barr said that they tried to get FEMA funding but was turned down.

Morrie Barr said it is not part of interstate system and that there will be no STIP augmentation application for the project. Martin Tuttle said he would talk to Ron Hurlbut about the matter.

The STA TAC supported the BAC's request for the STA Board to send the letter on the McGary Road Bike Route on a motion by Gary Leach with a second by Janet Koster.

Agenda Item 9 Travel Safety Study

Matt Todd presented the report and said with a few final changes this will be the final version that will be taken to the STA Board in December. Gary Leach asked about the Highway 29/Meadows project, the proposed 25% funding source and the 37/29 Interchange project. Martin Tuttle said that they might want to go through the discretionary STP funding now rather than waiting for the 37/29 Interchange project.

Agenda Item 10 City of Vacaville Request for STAF Funds for CNG Facility

Dan Christians said that last month the City of Vacaville requested \$58,000 of project development funds for a CNG Bus Fueling Facility Match. This would provide the 11% match to the \$445,000 CMAQ grant City of Vacaville received for the construction of the CNG fueling facility. The originally expected TSM grant for matching funds was not obtained.

It was agreed at the TAC (and upheld by the Board) that these funds were not appropriate for capital purposes. Staff indicated that it would pursue obtaining State Transit Assistance Funds (STAF) for this request. Dan said that staff calculates that there is approximately \$600,000 of existing STAF funds available through FY 1998-99. If this STAF claim was approved there would be about \$542,000 left in the fund for the current fiscal year.

The STA TAC unanimously approved the request of the City of Vacaville for \$58,000 of STAF funds for the local match for their CNG Bus Fueling Facility, subject to approval by the Consortium and STA Board, on a motion by Morrie Barr with a second by Gian Aggarwal.

Agenda Item 11 CHP Report

As part of an OTS grant, Jim Weddell passed around a list of overtime enforcement activities that CHP will be doing on Highway 12 starting January 1, 1999. The project will be done in concert with Solano, Sacramento and San Joaquin counties. He urged TAC members to talk with their police departments about where the local enforcement should be spent for such things as safety and signage.

Agenda Item 12. TEA-21 75% Program and 1998 STIP Augmentation

Michelle Morris Brubaker presented this report. She said that the applications will be due at 5:00 p.m today. The Consortium will look at transit projects. A special TAC meeting will be held on December 7 at 1:30 p.m. to discuss the list of projects submitted. The STA Board will see the draft list of TEA 21 projects and approve the 1998 STIP augmentation projects on December 9. The TEA 21 projects will be submitted to MTC on December 15. On December 21 the TAC will look at all road and transit projects submitted for TEA 21 funds. Gary Leach asked why they need to submit separate applications for the same project, if requesting both STP/CMAQ and STIP augmentation funds. Michelle said that to make requests from two funding sources they need to submit two applications. Morrie Barr asked if they could submit by 12 noon on Tuesday. Michelle said that would delay getting the list back to everyone.

Michelle Morris Brubaker went over the application requirements for 75% and STIP applications. Michelle said that there were probably be no regional projects in Solano even if they affect the MTS. A regional project would need to affect more than one county. Michelle will double check that it does not affect the potential funding scores. The TEA 21 project budget page doesn't have to be filled out at this time and it could be submitted on December 21. She said she would check on the definitions for "unique identifier, special conditions, [and] funding conditions."

For STIP, Michelle Morris Brubaker said last week she was advised that the projects need to be on the federal aid system and can't be local streets. John Gray said that Bob Reman said that was MTC's

interpretation. The County said that they could go with a state-only funded project with a back-up arterial project from a city jurisdiction. Martin Tuttle suggested we send a letter to the state requesting use of state-only monies for some of our projects

Ace Forsen said that Saaid Fakharzadeh gave him information on IIP projects. Martin Tuttle said that a shortfall request of \$6 million might be submitted for Highway 37.

Agenda Item 13. TEA-21 25% Program

Matt Todd said that applications are due to the STA on December 15. Gian asked about page 53, and asked why there were no park and ride no lots proposed on the I-80 corridor like Leisure Town Road. Matt said that would be good candidate for Eastern CMAQ funds which will be requested shortly. Gary Leach asked about the lighted sidewalk application and Matt said he would fill out a countywide application for that project. For Highway 29/Meadows, Vallejo will need to work with Caltrans. Regional or safety-oriented projects should do the best.

Agenda Item 14. TEA-21 Enhancements

Michelle Morris Brubaker passed around a summary on the enhancements program and schedule. The Transportation for Livable Communities (TLC) program and TEA will be combined and projects need to tie into the TLC concept with community benefit. There will be about \$8 million regionwide and a guarantee of \$250,000 a year to Solano. Gian asked about school safety projects which is Number 2 on the list. He asked if ramps might be considered pedestrian facilities. The "Call for Projects" will be in January. Gian Aggarwal said that Vacaville needs \$50,000 for a school project in front of one of their high schools. Bob Grandy said that there is an open category in the safety plan for that type of project. Michelle said that the STA will select projects for submittal to MTC. She recently sent the STA Board a packet of information on the program.

Agenda Item 15. Eastern Solano CMAQ (SACOG)

Yvette Pierre presented this report. Approximately \$890,737 a year is estimated to be available, but SACOG is reworking the amount expected STA will provide a modified application like the 25% STP/CMAQ program. The application form would be completed and sent out by MTC by December 1 and projects would need to be submitted by January 8. The TAC would make recommendations at the January TAC. Janet Koster asked if Cycle 3 CMAQ projects need to be resubmitted. Martin Tuttle said that they should resubmit. Gian said MTC has all the application information and Yvette will research the previously submitted projects. Ed Huestis said the previous applications only went as far as the STA and didn't go to MTC. Yvette will be contacting each of the eligible sponsors individually.

Agenda Item 16. 1999 TIP Amendments

Dan Christians said and Yvette Pierre confirmed that the additional STIP and TEA-21 demonstration funds totaling \$46 million funds for the Reliever Route (including \$630,000 for Reliever Route support services for environmental and base mapping) was amended into the TIP last week along with some various requests from the City of Fairfield. The other requests of City of Vacaville, City of Dixon, County of Solano, etc. are expected to be incorporated into the TIP by December or January. Dan will keep the TAC informed of the progress of the amendments.

Agenda Item 17. Adjournment

The meeting was adjourned at 10:35 a.m. The next special meeting will be held December 7 at 1:30 p.m. for reviewing projects and then on December 21 at 1:30 p.m. for the next regular TAC.



DATE: December 2, 1998
TO: STA Board
FROM: Dan Christians
RE: Letter Requested by BAC on Status of McGary Road Bike Route

On November 5, the Bicycle Advisory Committee (BAC) expressed further concerns about the condition of McGary Road and the need for its use as a bicycle route. The BAC has previously written a letter to the City of Fairfield Public Works Department requesting that the road stay open for bicyclists even during repair work. The STA has also initiated requests for possible federal funding to help correct this situation.

STA staff has been advised that measures are currently under way to fully close McGary Road with a fence. The BAC is very concerned that these measures are being taken without public input and without establishing a reasonable alternative bicycle route.

Caltrans has also expressed concerns about the prolonged closure of McGary Road since it is the easterly extension of the Solano Bikeway which is expected to be built next spring. Without McGary Road, bicyclists traveling from Vallejo to Fairfield on Solano Bikeway will have no alternative connection but to go west on American Canyon Road, north on Highway 29, then back east on Highway 12, a substantially longer and dangerous bike route for traffic (particularly the Highway 12 portion). Therefore, the BAC requested:

1. A letter be sent to City of Fairfield by the STA Board requesting a response to their prior letter requesting access for bicyclists to McGary Road during the repair work, and status information on the current plans to fully close the road.
2. A request be made to Caltrans to use the shoulders of I-80 between McGary Road and Red Top Road as a bike route. If McGary Road is fully closed, there is no reasonable alternative between Vallejo and Fairfield.

Fiscal Impact

None to the STA with this action.

Recommendation

Authorize the STA Board to send the attached letter requested by the Bicycle Advisory Committee on the status of McGary Road as a bicycle route.

Attachments



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 438-0656

December 9, 1998

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Mr. Ron Hurlbut, Director
Public Works Department
1000 Webster Street
Fairfield, CA 95833

Re: Status of McGary Road as a Bike Route

Martin Tuttle
Executive Director

Dear Mr. Hurlbut:

On November 5, the Bicycle Advisory Committee expressed further concerns about the current situation on the McGary Road Bicycle Route. The BAC has previously written a letter to you requesting that the road stay open for bicyclists during the repair work that is needed before the road will be reopened for automobiles.

We understand your concerns about the current condition of the road, particularly because of the unfortunate bicycle accident that occurred there last summer. As you know the STA has also initiated requests for possible federal funding to help correct this situation.

However, STA staff has been advised that measures are underway to fully close McGary Road with a fence. The BAC is very concerned that these measures are being undertaken without public input and without establishing a reasonable alternative bicycle route.

Caltrans has also expressed concerns about the prolonged closure of McGary Road since it is the easterly extension of the Solano Bikeway which is expected to be built next spring and will increase some demand for bicycling in this area. Without McGary Road, bicyclists traveling from Vallejo to Fairfield on Solano Bikeway will have no alternative connection but to take American Canyon Road, Highway 29, then back on Highway 12, a substantially longer and dangerous bike route with much higher traffic volumes (particularly the Highway 12 portion).

Therefore, on behalf of the BAC, we request a response to their request to maintain

some access for bicyclists along McGary Road, along with any additional status information on any plans to fully close the road without public input.

Also, since we have expressed an interest to try and help support efforts to secure some funding for the needed corrective work, please provide us with an update on any potential funding that you think you might seek.

As always, we appreciate your efforts and we continue to offer the support on this difficult matter. If you have any questions, please call Martin Tuttle at 422-6491 or Dan Christians at 438-0654.

Sincerely,

Don Erickson, Chairman
Solano Transportation Authority

cc: Bicycle Advisory Committee



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 • Fax 438-0656

Members: July 2, 1998

Benicia Mr. Ron Hurlbut, Director
Dixon Public Works Department
Fairfield City of Fairfield
Rio Vista 1000 Webster Street
Solano County Fairfield, CA 94533
Suisun City
Vacaville
Vallejo

Re: Bike Access on McGary Road

Martin Tuttle
Executive Director

Dear Mr. Hurlbut:

On June 4, the Solano Bicycle Advisory Committee (BAC) heard a report from Farhad Iranitalab about the McGary Road conditions and the effect that closure might have on bicycling through that corridor. McGary is a key bicycle link between Fairfield and Vallejo and is designated a Class 3 route on our Countywide Bicycle Plan. The Committee strongly recommended that Fairfield maintain bicycle access during the current situation and during any corrective work.

Farhad suggested that we write a letter to you on this matter. On behalf of the BAC, we appreciate any assistance you can provide.

Sincerely,

Dan Christians
Senior Project Manager

cc: STA Board
BAC

Robert A. Powell
(707) 642-3981

35 Buena Vista Ave.
Vallejo, CA 94590
September 23, 1998

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

Dear Mr. Tuttle:

I have spoken with Commissioner Spering about the dilemma faced by bicyclists along the I-80 corridor. He suggested I notify you of the need to convene a dialog on this matter.

The closing of McGary Road is not the whole story. Fairfield has a poor history of inappropriate accommodations of bicycles along this corridor. From the lack of a connection between the bike path and Lyon Road to the termination of the Linear Park at the college the cyclist has to choose between three equally poor routes to reach his destination in Vallejo. He can go south many miles to Benicia, west to Napa or southwest to Vallejo. All of these routes require many extra miles, are substantially poorly maintained, and are not a "reasonable alternative" to the direct freeway.

Also at issue is the "shaky" funding of the I-80 Bikeway from Columbus Parkway to McGary and the continued use of the substandard American Canyon Road. I propose bicycles be allowed to use the freeway shoulder from Red Top to Columbus Parkway and that nonmotorized trails be created for those unable to cope with traffic.

Your attention to this matter will be appreciated.

Sincerely yours,



Robert Powell

cc: James P. Spering, Chair, M.T.C.
Kathy Hoffman, Office of Congressional District 7
Duane Kromm, Supervisor Elect, Solano County
Bill Schmidt, Benicia Bicycle Club
Julian Carroll, Caltrans District 4

December 9, 1998
Agenda Item 6.5



DATE: December 2, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Mid Year STA 1998-99 Budget Revisions

The attached 1998-99 budget revisions incorporate the STA Board's actions taken since the original budget was approved in April 1998. This includes the additional project development activities approved at the last Board meeting. The revised budget also includes an additional \$40,000 of STP planning revenue that MTC has committed to the STA for this fiscal year to offset the same amount of increased salaries and benefits for staff this year.

These technical budget revisions also include a transfer of \$27,447 from operations contingency budget for items authorized at last month's Board meeting (\$15,000 for Shannon Associates to conduct a search for the new Executive Director and \$1,500 for the awards ceremony). It also includes \$10,000 for equipment for new staff and \$947 for temporary services. This would decrease the contingency budget to \$7,000, which is expected to be sufficient to get us through the rest of the fiscal year.

Also, \$630,000 of support services for the I-80 Reliever Route has been included in the budget for environmental, base mapping and project management services from the State Transportation Improvement Program allocation.

Fiscal Impact

None. All fund transfers are from the contingency fund balance or new revenue.

Recommendation

Approve the amended 1998-99 budget requests per the information provided above.

Attachment

Approved STA 1998-99 BUDGET		
Expenditures	1998-99 Budget	Amended 1998-99 Budget
Operations		
Salaries & Benefits	\$370,744	\$410,744
Stipends	\$6,600	\$6,600
Services/Supplies	\$171,539	\$198,986
Contingency	\$34,447	\$7,000
Subtotal	\$583,330	\$623,330
Project Development		
Bike Route Implementation		\$19,971
Capitol Corridor		\$5,000
Federal Lobbyist		\$19,500
Travel Safety Study		\$25,000
Solano Bikeway Environmental		\$10,000
I-80 Reliever Route		\$37,000
Electric Vehicles		\$5,000
Solano Transportation Plan		\$18,920
Mare Island Access Study		\$10,000
Miscellaneous Project Development		\$3,000
Subtotal	\$110,000	\$153,391
Programs		
I-80 Reliever Route	\$0	\$630,000
Fairfield/Suisun Rail Station	\$591,000	\$591,000
SolanoLinks (Transit Marketing/Planning)	\$128,825	\$128,825
Local Match for Bus Purchases (TFCA/STAF Grants)	\$200,000	\$200,000
Abandoned Vehicle Abatement Grants	\$305,000	\$305,000
TFCA Air Quality Program Manager Grants (BAAQMD)	\$394,975	\$394,975
Solano Paratransit Operations	\$288,630	\$290,075
City Link	\$115,000	\$115,000
Subtotal	\$2,023,430	\$2,654,875
TOTAL	\$2,706,760	\$3,431,596

Revenues	1998-99 Budget	Amended 1998-99 Budget
Current Year Revenues		
TDA Planning & Admin.	\$252,374	\$252,374
STP Planning	\$100,000	\$140,000
Gas Tax Contributions	\$252,374	\$252,374
TDA Solano Paratransit Operations	\$283,630	\$283,630
BAAQMD-TFCA Program/Grant/Interest	\$344,472	\$344,472
Abandoned Vehicle Abatement	\$295,000	\$295,000
YSAQMD CityLink Grant/Fares	\$110,000	\$110,000
BAAQMD Citylink	\$5,000	\$5,000
TCI Grant	\$591,000	\$591,000
STIP Funds	\$0	\$630,000
State Transit Assistance (SolanoLinks)	\$128,825	\$128,825
Local Match for Section 3 Grant (STAF)	\$200,000	\$200,000
Subtotal	\$2,562,675	\$3,232,675
Use of Fund Balance		
Abandoned Vehicle Abatement	\$15,000	\$15,000
BAAQMD-TFCA Program	\$67,726	\$67,726
Gen Op & Proj Dev Fund Balance for Proj Dev	\$66,360	\$109,751
Gen Op Fund Balance for Solano Paratransit	\$5,000	\$6,445
Subtotal	\$154,086	\$198,922
TOTAL	\$2,716,760	\$3,431,596



DATE: December 2, 1998
TO: STA Board
FROM: Dan Christians
RE: TIP Amendment Request of Rio Vista for Main Street Improvement Project

The City of Rio Vista has requested a Transportation Improvement Program (TIP) Amendment to reprogram \$67,923 of Surface Transportation Program Guaranteed funds (STP-G and STP-D) originally programmed to their Airport Road project. Caltrans funded the Airport Road project with storm repair funds.

Rio Vista would like to reprogram these funds to their Main Street Improvement Project. They will also be requesting additional TEA-21 75% funds for this same project, but this TIP Amendment has no effect on any additional funding they may or may not receive for this project.

On November 23, the STA Technical Advisory Committee approved this TIP Amendment. A letter dated November 3, 1998, from Michael Lee, Rio Vista Finance Director; further explaining their request is attached. Also attached is a spreadsheet showing their accounting on the existing project and their proposed new project.

Fiscal Impact

None to the STA or individual STA jurisdictions (except for Rio Vista). Without this TIP amendment the City of Rio Vista would lose \$67,923 of federal STP funds programmed to them in 1995-96.

Recommendation

Approve the request of the City of Rio Vista for a TIP Amendment to reprogram \$67,923 of Cycle 3 STP-G and STP-D funds to their Main Street Improvement Project.

Attachments

City Council
Fred Harris, Mayor
Matthew Bidou, Mayor Pro Tem
George Alphin
Don DeSilva
Marci Coglianesse



One Main Street
P.O. Box 745
Rio Vista, CA 94571
(707) 374-6451
Fax (707) 374-5063

CITY OF RIO VISTA

November 3, 1998

Mr. Marty Tuttle
Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Fairfield, CA 94585

RE: 1999 TIP Amendments

Dear Marty:

Please accept this letter as our request to initiate a TIP amendment related to the Airport Road Improvement Project. The City of Rio Vista received an allocation of STP funds in the 1996-97 year for preliminary engineering. In 1997-98, the City received additional STP funds for construction in the amount of \$60,000.

To date, the City of Rio Vista has expended funds totaling \$13,077 for preliminary engineering. Because the agreements have not all been executed, these expenses have not been invoiced for reimbursement to Caltrans. Therefore, the original STP allocation of \$81,000 will be reduced to \$67,923.

In the spring of 1998, Caltrans used ER 98 Storm Damage funds under the HA23 Program to complete the Improvement Project we had programmed for Airport Road. The site damage # M1S40848N013 is the State I.D. used. Since the project has been completed using other funding sources, we would like to request that the remaining funds be reprogrammed to another project in the City. The City of Rio Vista has designated the Main Street Improvement Project as the project it would like to reprogram funds towards. We will also be requesting additional TEA 21-75% funds to be used in conjunction with the remaining STA funds to complete the Main Street Project.

I have attached a spreadsheet that updates the current TIP and combines the existing funds that we are requesting be reprogrammed. Please contact me if you need any additional information regarding this request.

Sincerely,

Michael J. Lee
Finance Director

SOLANO COUNTY ROADWAY PROJECTS

FY99 TIP ID: SOL950018
 FY99 TIP ID: SOL970028
 SPONSOR: Rio Vista
 PROJECT: Airport Road Improvement from St. Francis to Landfill
 COUNTY: Solano
 REVIEW LEVEL: AA

EXISTING PROJECT ACCOUNTING

SOURCE	FY 96/97 PRIOR AUTHORIZED	REMAINING FUNDS	FY 97/98 AUTHORIZED	FY 98/99 CURRENT	FY 99/00	FUND SUB-TOTAL AUTHORIZED	FUND SUB-TOTAL REMAINING
Other Local	\$ 2,721	\$ 1,027	\$ 7,080	\$ -	\$ -	\$ 9,801	\$ 8,107
STP-D	\$ 21,000	\$ 7,923	\$ -	\$ -	\$ -	\$ 21,000	\$ 7,923
STP-G	\$ -		\$ 60,000	\$ -	\$ -	\$ 60,000	\$ 60,000
Year Sub-Totals	\$ 23,721	\$ 8,950	\$ 67,080	\$ -	\$ -		
Total Programming						\$ 90,801	\$ 76,030

PROPOSED NEW PROJECT - MAIN STREET IMPROVEMENTS

SOURCE	CYCLE 2 & 3 REMAINING	FY 98/99 CURRENT	TEA-21 REQUEST FY 99/00	TOTAL PROJECT FUNDING
Other Local	\$ 8,107	\$ -	\$ 20,500	\$ 28,607
STP-D	\$ 7,923	\$ -	\$ -	\$ 7,923
STP-G	\$ 60,000	\$ -	\$ -	\$ 60,000
TEA-21 Request	\$ -	\$ -	\$ 157,870	\$ 157,870
Year Sub-Totals	\$ 76,030	\$ -	\$ 178,370	\$ 254,400
Total Programming				

December 9, 1998
Agenda Item 6.7



DATE: December 2, 1998
TO: STA Board
FROM: Dan Christians
RE: City of Vacaville Request for STAF Funds for CNG Facility

Last month at the TAC meeting, the City of Vacaville requested \$58,000 of project development funds for a CNG Bus Fueling Facility Match. This would provide the 11% match to the \$445,000 CMAQ grant City of Vacaville received for the construction of the CNG fueling facility. The originally expected Transportation System Management (TSM) grant was not obtained for this match and SB 45 has now eliminated that program.

However, it was agreed that these funds were not appropriate for capital purposes and should be reserved primarily for seed money along with studies and consultant services. Staff indicated that it would pursue obtaining State Transit Assistance Funds (STAF) for this purpose.

Staff calculates that there is approximately \$600,000 of existing STAF funds available through FY 1998-99. On November 23 both the STA Technical Advisory Committee and the Intercity Transit Consortium supported this request for STAF funds.

Fiscal Impact

This State Transit Assistance fund is available for all STA jurisdictions except Vallejo (they have their own STAF account) and would be reduced by \$58,000 to about \$542,000.

Recommendation

Approve the request of the City of Vacaville for \$58,000 of STAF funds for the local match for their CNG Bus Fueling Facility.

Attachment

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



11-30-98PCD:43 RCVD

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

November 19, 1998

SOLANO TRANSPORTATION AUTHORITY

Attn: Mr. Martin Tuttle

333 Sunset Avenue, Suite 200

Suisun City CA 94585

Reference: State Transit Assistance (STAF) Funds

The City of Vacaville is proceeding with one of the STA Board's priority projects to design and construct a compressed natural gas (CNG) fueling facility in our existing City Corporation Yard.

This project is primarily being funded through ISTECA CMAQ funds. When the project was originally proposed, we requested and received 11% matching funds through State TSM contributions. However, we were recently informed by MTC that: a) TSM funds are not authorized for transit vehicles or transit related facilities; and b) the TSM funds originally approved expired on 30 June 1998.

This project is finally moving forward. We have issued the RFP for the design and construction of our CNG facility. However, we have no matching funds. Therefore, the City of Vacaville is formally requesting \$58,000 contribution from STAF funds as local match. Additional funding, if required, will be via TDA funding.

We ask your prompt attention to this request. Of the original three-year funds availability cycle, one year has lapsed and we must obligate the remainder of these funds within 2 years (30 September 2000). If you have any questions, or need additional information, please contact our Transit Coordinator, Trent Fry, at 449-5330.

Thanks for your continued support to our transit program.

Sincerely,

DALE I. PFEIFFER
Director of Public Works

Cc: Gian Aggarwal, Deputy Director of Public Works for Transportation
Trent Fry, Transit Coordinator

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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g:\transit\docs\sta\Proj\STAFfunds.doc

PAGE 46





DATE: December 2, 1998
TO: STA Board
FROM: Dan Christians
RE: Defer Negotiations of Transfer of Solano Commuter Information to STA Until New Executive Director is Appointed

As part of their FY 98/9 budget, the Solano County Board of Supervisors adopted County staff's recommendation that Solano Commuter Information (SCI) agency be transferred from the County Transportation Department to the STA. Since the County budget was adopted, the Board of Supervisors has taken no further action on this matter. However, County staff has initiated preliminary discussions on some of the proposed details of such a transfer.

SCI provides public information and implements special projects to promote the use of alternative transportation. Before a transfer to the STA could occur, SCI's role and responsibilities within the STA structure would have to be further negotiated. Because of the pending recruitment of a new Executive Director, County staff has recommended that no further negotiations occur until the new STA Executive Director is appointed.

This matter will be brought back to the STA Board for consideration once a new Executive Director has had an opportunity to review the matter.

Fiscal Impact

To be determined.

Recommendation

Defer negotiations of transfer of Solano Commuter Information to STA until the new Executive Director is appointed.

December 9, 1998
Agenda Item 6.9



DATE: December 2, 1998
TO: STA Board
FROM: Matt Todd
RE: Welfare to Work -- Update

Staff from the STA and transit agencies have been working with Ava Williams of the County Health and Social Services Department through the SolanoWORKs Transportation Planning Group, which is meeting on a monthly basis. This group was meeting regularly in early 1998, did not meet in the summer and fall, and is now meeting regularly again. They are working on a few projects at this time, including transit information distribution, GIS mapping, survey work, and a Resource Guide.

The first project, which has been completed, was a Transit Workshop. This was held on November 13 at the County's Courage Drive Facility. The Solano transit operators and the County employees charged with working with the Welfare to Work recipients attended. Each operator gave a presentation on the routes and services they offer. This was followed by a question and answer period. The idea behind this event was to ensure that everyone is aware of the services that exist today. Many of the County employees do not ride the buses and do not know all the services that are available.

The GIS mapping project, with the assistance of MTC, will map on a computer system where Welfare to Work clients live, major trip attractions, and bus line locations. The survey project will be to gather further information on Solano Welfare to Work clients, what they use for transportation, and where they need to travel. The subcommittee creating the survey is meeting at the STA office on December 4. The Resource Guide is being done with assistance from MTC, and will produce a handbook with step by step procedures to get around in Solano. It will cover multiple modes of transportation. We are also working with Ava Williams and Elizabeth Richards of SCI to give another transit information session to the SolanoWORKs supervisors in early 1999.

Fiscal Impact

No direct fiscal impact.

Recommendation

Direct staff to continue to work with the SolanoWORKs Transportation Planning Group on the GIS mapping project, the survey project, the Resource Guide project, and additional information sharing forum opportunities.

December 9, 1998
Agenda Item 6.10



DATE: November 30, 1998
TO: STA Board
FROM: Martin Tuttle
RE: Alternate members/participation

At last month's Board meeting, staff was requested to develop a formal policy concerning the role of alternate members attending Board meetings when their jurisdiction's appointed member is also in attendance.

The attached Joint Powers Agreement (JPA) for the STA is silent on the issue. Although the JPA states that each member of the STA shall have one vote, the Board may want to adopt a policy clarifying that alternate members may participate in Board discussion. As an example, Solano County LAFCO's by-laws state that an alternate may vote only in the place of a regular member, but alternates may participate fully in the commission's consideration of any item (see attachment).

Staff recommends that the Board adopt a policy similar to that of LAFCO's as a courtesy to alternate members. This clarification should also be considered as an amendment to the JPA when substantive changes are proposed for the JPA in the future.

Fiscal Impact

None

Recommendation

Adopt a Board policy clarifying that alternate members may participate in Board discussion of any item.

Attachments

**JOINT POWERS AGREEMENT ON THE ORGANIZATION AND FUNCTIONS
OF THE SOLANO TRANSPORTATION AUTHORITY**

WHEREAS, since 1975 the Cities of Solano County and Solano County jointly have engaged in coordinated, continuous and comprehensive transportation planning; and

WHEREAS, on June 1, 1983, a revised Joint Powers Agreement on the Organization and Functions of Solano County Transportation Council, executed by the cities of Solano County and Solano County, established the permanent formation of a Solano County Transportation Council; and

WHEREAS, the June 1, 1983 agreement was modified by a subsequent agreement on August 21, 1990 renaming the Solano County Transportation Council the Solano Transportation Authority and altering certain duties; and

WHEREAS, on September 13, 1995, a revision was made to the JPA providing for a full time Executive Director and supporting staff; and

WHEREAS, said agreement is now in need of revision to officially recognize the Solano Intercity Transit Consortium, and the parties hereto desire to enter into a new and superseding agreement;

NOW THEREFORE, the County of Solano, the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville and the City of Vallejo do agree to rescind any and all previous Joint Powers Agreements and enter into a new superseding agreement to recognize the Solano Intercity Transit Consortium as an advisory body to the STA (Collectively the above named parties shall be referred to herein as "parties", and individually each party shall be referred to as "party") and do hereby further agree as follows:

I. NAME

The official name of the agency shall be: Solano Transportation Authority.

II. ORGANIZATION

The Solano Transportation Authority shall consist of a body of voting members, which in this agreement will be referred to as Transportation Authority; advisory bodies; and staff as follows:

A. Transportation Authority

The Transportation Authority shall be composed of the mayors of the seven cities, or a city council member appointed by the mayor or the city council, and one member of the Board of Supervisors appointed by the Board of Supervisors. The members of the Transportation Authority shall select a chairperson and a vice chairperson for the Transportation Authority, each of whom shall serve one year terms.

B. Technical Advisory Committee (TAC)

The Technical Advisory Committee, an advisory body of the Transportation Authority, shall be made up of a minimum of two representatives, one from the department of the party concerned with transportation and one from the equivalent of a planning department, from each party with one vote per party. The representative(s) shall be appointed by the chief administering officer of each of the parties.

C. Paratransit Coordinating Committee (PCC) made up in accordance with the PCC By-Laws as approved by the Transportation Authority. The members of the PCC are selected and appointed by the Transportation Authority. The PCC will act as the social services transportation advisory committee (sstac), as mandated by Section 99238 of the California Government Code, for Solano County as long as the sstac or a similar body is required.

D. Citizens Group. Citizens Group(s) (CGs) may be designated by the Transportation

Authority. The powers, function, composition, permanence and all other attributes of such group(s) are to be determined by the Transportation Authority.

E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit

Fairfield-Suisun Transit

City Coach (Vacaville)

Benicia Transit

Dixon Transit

Rio Vista Transit

Solano County

Solano Transportation Authority (STA)

Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the

- TAC and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

F. Alternates

1. Transportation Authority

Alternates to the Transportation Authority may be designated by the parties. A designated alternate must be a current member of the elected governing board of the party.

2. Technical Advisory Committee

Alternates to the members of the Technical Advisory Committee shall be selected from staff members of the parties.

3. Paratransit Coordinating Committee

Alternates shall be selected and appointed by the Transportation Authority.

G. Sub-Committees and Ad Hoc Committees

Standing sub-committees may be appointed by the Transportation Authority. Ad hoc committees may be appointed by the Transportation Authority or any of its advisory committees.

H. Staffing

Staffing shall consist of an Executive Director hired by the Transportation Authority and supporting staff as needed consistent with the annual budgets and work programs of the Solano Transportation Authority. Additional supporting staff may be provided by the parties depending on their need to perform tasks in the work program.

I. Terms of Office

1. A mayor serving on the Transportation Authority may serve for the duration of his/her office as mayor. City council members serving on the Transportation Authority may serve at the pleasure of the incumbent mayors or city councils as long as they hold office as city councilmembers.

2. With respect to the county representative, he/she may hold membership on the Transportation Authority as long as she/he is a member of the Solano County Board of Supervisors or until he/she is replaced by the Board of Supervisors.

3. The members of all committees, sub-committees and ad hoc committees serve at the pleasure of the appointing body.

III. TRANSIT OPERATOR

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately.

If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

IV. DUTIES

The Transportation Authority shall be charged with the following duties:

- A. Refine and update the Solano County Transportation Plan.
- B. Review and coordinate transportation planning throughout the county.
- C. Coordinate implementation of transportation improvements identified in the latest update of the Solano County Transportation Plan.
- D. Prepare an annual planning budget and a work program. Submit claims to cover applicable planning costs to the Metropolitan Transportation Commission (MTC).
- E. Operate or contract for the operation of transit and paratransit services as determined by the Transportation Authority.
- F. Perform all other transportation related functions deemed important by the Transportation Authority.

V. FINANCING

The Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities. Whenever financing involving funds derived from funds allocated to the individual parties, such as TDA articles 4 and 8, such funding shall be approved annually by the contributing parties. Unless otherwise agreed by parties the total expenditures in the annual planning budget shall be paid for by contributions by parties based on the population ratios of the parties. In determining said population ratios the latest population statistics by the State Department of Finance shall be used. The Transportation Authority will become the claimant to these funds approved by the parties and will determine how the funds will be expended. All funds derived from sources other than the parties shall be expended at the direction of the Transportation Authority.

VI. JURISDICTION

The authority of the Transportation Authority shall be limited to transportation and transportation related issues. The Transportation Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4, of the California

Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a congestion management plan or agency, the Transportation Authority shall design or cause to have designed a plan similar to that requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the parties for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority. The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et. seq.) of the California Public Utilities Code. Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For each individual transportation service system a unanimous vote must be cast by all members contributing funding towards the system.

Within said limitations Solano Transportation Authority shall be vested with the authority to:

A. Develop, adopt and implement county transportation plans.

B. Submit applications and funding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.

C. Execute transportation related agreements.

D. Enter into contracts.

E. Adopt policies and programs for all modes of transportation including but not limited to, the following:

Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.

F. Review and comment on all matters related to transportation.

G. Submit annual work programs and budgets.

H. Coordinate all modes of transportation within the county and with agencies outside Solano County.

I. Operate or cause to have operated transit and paratransit and submit TDA claims.

J. Bond for project planning, design and construction.

VII. QUORUM

The Transportation Authority may act only when more than 50% of the total membership is present.

VIII. VOTING RIGHTS

The Transportation Authority

Each member of the Transportation Authority shall have one vote.

A. General

The following procedure applies to all matters before the Authority:

A motion is passed when it has received a majority vote. A majority vote shall have been deemed cast when the votes recorded represent a majority of the parties represented and when the parties voting with the majority represent the majority of the population in the county. In determining said population the latest population statistics by the State Department of Finance shall be used.

The Supervisor representing the County shall represent the total population of the unincorporated area of the county.

B. Committees and Sub-Committees

In the various committees, sub-committees and ad hoc committees of the TAC, PCC or Transportation Authority each party shall have one vote. All other committees will have the voting powers and pattern determined by the Transportation Authority. A motion shall be considered passed when a majority of the parties present vote in favor of the proposed motion. The committees must have a quorum (more than 50% attendance) to act.

IX. LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc com-

mittees and staff shall be determined in the following manner:

A. General Planning (All Parties)

When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.

B. Activities not Involving Financial Contributions by Participating Parties

When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.

C. Activities Involving Financial Contributions by Participating Parties

When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This pro-ration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.

D. Participating Parties Defined: One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system.

County Population Defined: The population of the County shall be considered to be the population of the unincorporated area of the County as determined by the latest State Department of Finance data available.

X. SUCCESSION

This agreement is to be considered a revision and novation to that joint powers agreement

between the parties dated in 1975 as revised June 1, 1983 and August 21, 1990 and again revised September 13, 1995. It is further agreed that the Transportation Authority created hereunder shall assume any and all liability of the Transportation Council and shall carry out, conclude and assume responsibility on any and all contracts or other obligations of the Council. It is intended that the Transportation Authority shall be the successor in interest to the Transportation Council.

XI. REVISION OR TERMINATION

This agreement may be terminated by a vote of 3/4 of the parties.

This agreement may be revised by a unanimous action of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized respective officers.

BY-LAWS

**LOCAL AGENCY FORMATION COMMISSION OF
SOLANO COUNTY**

ADOPTED March 3, 1997

ARTICLE I. Name and Purpose

Section 1. Name.

The name of this organization is LOCAL AGENCY FORMATION COMMISSION OF SOLANO COUNTY.

Section 2. Purpose.

a. The Commission's enabling statute is the Cortese/Knox Local Government Reorganization Act (Government Code Section 56000 et seq.) For example, the Commission may approve, disapprove or modify, with or without conditions, the formation of cities, creation of special districts, and annexation of territory to or detachment of territory from cities or special districts.

b. The purposes for the Commission are set forth under Government Code Section 56301:

"Among the purposes of a local agency formation commission are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local agencies based upon local conditions and circumstances"

"One of the objects of the local agency formation commission is to make studies and to obtain and furnish information which will contribute to the logical and reasonable development of local governments in each county and to shape the development of local

governmental agencies so as to advantageously provide for the present and future needs of each county and its communities.”

ARTICLE II. Membership

Section 1- General

This Commission shall be comprised of five (5) members. In addition, three (3) alternate members shall be appointed to serve in the event of disqualification or absence of a city member, county member, or public member, as provided by law.

Section 2 - City members

- a. The two regular City members and one alternate must be members of a city council during the time they serve.
- b. City members are appointed by, and serve at the pleasure of the City Selection Committee (Mayors Conference).

Section 3 - County members

- a. The two regular County members and one alternate must be a County Supervisor during the time they serve.
- b. County members are appointed by, and serve at the pleasure of, the Board of Supervisors.

Section 4 - Public members

- a. The one regular Public member and one alternate are appointed by, and serve at the pleasure of, the regular City and County members.
- b. Public member or alternate public member are appointed under the following procedures.
 1. There is a public announcement of the vacancy to solicit letters of interest.
 2. Applications and letters of interest are reviewed by the regular commission members with recommendations submitted to a selection committee appointed by the Chairperson consisting of a City member and County Member.

3. The selection committee selects a list of finalists.
4. The finalists are interviewed by the Commission.

Section 5 - Alternate members

- a. Alternates are entitled to vote when regular members are disqualified or absent.
 1. The alternate City member may vote only in the place of a regular City member.
 2. The alternate County member may vote only in the place of a regular County member.
 3. The alternate Public member may vote only in the place of the regular Public member.
- b. Alternate members may participate fully in the Commissions consideration of any item.

Section ⁶~~5~~ - Term of Office

The term of office for each member, after the initial appointments, shall be four (4) years. The expiration date of the term of office for each member shall be the first Monday in May in the year in which the term of the member expires.

<u>County Members</u>	<u>Term Expires</u>
Skip Thomson	May 1998
Gordon Gojkovich	May 1998
Barbara Kondylis (Alternate)	May 1999
<u>City Members</u>	
Don Erickson	May 2001
James Spering	May 1999
Chuck Hammond (Alternate)	May 1999
<u>Public Members</u>	
John Saunderson	May 2000
Nancy Shopay (Alternate)	May 2000



DATE: December 1, 1998
TO: STA Board
FROM: Michelle Morris Brubaker
RE: 1998 STIP Augmentation Funds

Caltrans and MTC have issued a call for projects for the 1998 STIP augmentation funds. These funds are primarily intended for streets and roads rehabilitation/storm damage, however, other eligible uses include cost adjustments to 1998 STIP projects, new projects (only if streets and roads needs are adequately addressed) or funds can be held in reserve for the county. If these funds are programmed now, it is considered unlikely that there will be any programming capacity in the 2000 STIP.

For the 1998 STIP augmentation, it is anticipated that Solano County would receive about \$12.2 million. We are on a very tight schedule for selecting and approving projects as shown below.

1998 STIP Augmentation

November 23, 1998	Applications due to STA
December 7, 1998	Projects are selected
December 9, 1998	STA Board approves final program
December 15, 1998	Project selection due to MTC staff
January 8, 1999	MTC Work Program Committee approval of projects

This process is being coordinated with the TEA 21 federal programming and on a similar timetable. Projects will be selected at a special meeting on December 7, 1998, at 1:30 p.m. at the STA offices. A preliminary list of projects submitted for the 1998 STIP Augmentation funds is attached. Also included is a draft summary of the funding applications for both the TEA 21 and 1998 STIP augmentation funds. STA staff has asked project sponsors to provide clarifications on a number of the applications, so the list of project applications is expected to change.

Since the schedule is so tight, STA staff will provide the STA Board with a recommended list of projects after the projects are selected on December 7, 1998, and prior to the Board meeting.

Fiscal Impact

None

Recommendation

Approve selection of projects for Solano County for \$12,233,000 in 1998 STIP augmentation funds.

Attachments



Solano County Applications			12/2/98	
TEA 21 Funds (75% Funds) and 1998 STIP Augmentation				
Jurisdiction	75% Funds - Pavement	75% Funds - Transit	1998 STIP Augmentation	TOTAL
Benicia	\$ 4,093,100	\$ 1,429,688	\$ 4,700,000	\$ 10,222,788
Dixon*	\$ 173,500	\$ -	\$ -	\$ 173,500
Fairfield	\$ 1,416,000	\$ 1,459,755	\$ 4,079,000	\$ 6,954,755
Rio Vista*	\$ 157,870	\$ -	\$ 166,000	\$ 323,870
Solano County*	\$ 1,541,200	\$ -	\$ 4,472,000	\$ 6,013,200
Suisun City	\$ 3,814,000	\$ -	\$ 5,082,000	\$ 8,896,000
Vacaville*	\$ 1,255,900	\$ -	\$ 3,031,000	\$ 4,286,900
Vallejo	\$ 4,360,328	\$ 2,920,500	\$ 5,813,772	\$ 13,094,600
Caltrans	\$ -	\$ -	TBD	TBD
STA	\$ -	\$ -	\$ 600,000	\$ 600,000
TOTAL	\$ 16,811,898	\$ 5,809,943	\$ 27,943,772	\$ 50,565,613
Bid Target	\$ 4,990,000	\$ 1,247,000	\$ 12,233,000	\$ 18,470,000

* Eligible for eastern CMAQ funding. Projects to be selected in February 1999.



Solano County		12/2/98						
STIP Augmentation								
Jurisdiction	Project Name	1998 STIP Cost Estimate	Cumulative Dollars	Project Ranking	PCI	MTS or non-MTS	State Only Funding Requested	Other applications
Benicia	Park Road rehabilitation from Adams to Elm Street	\$ 1,000,000	\$ 1,000,000	1	57	no		STP
Benicia	Military East overlay from East Second to East Seventh Street	\$ 500,000	\$ 500,000	2	67	no		STP
Benicia	East H Street overlay from East Second St. to East Fifth Street	\$ 200,000	\$ 200,000	3	68/95	no		STP
Benicia	Lake Herman Road reconstruction from Benicia city limits east to Reservoir Road	\$ 2,000,000	\$ 2,000,000	4	56	yes		STP
Benicia	East Channel road rehabilitation from Bayshore Road to West Channel Road	\$ 1,000,000	\$ 1,000,000	5	15	no		STP
		\$ 4,700,000	\$ 4,700,000					
Dixon	no projects submitted							
Fairfield	Lopes Road pavement rehabilitation between I-80 and Gold Hill Road	\$ 1,522,000	\$ 1,522,000	1	< 60	no		no
Fairfield	Heather Drive pavement rehabilitation between Dahlia St. and Atlantic Ave.	\$ 89,000	\$ 89,000	2	< 60	no		no
Fairfield	Texas Street pavement rehabilitation between Jefferson Street and Washington	\$ 103,000	\$ 103,000	3	< 60	?		no
Fairfield	Dover Ave. pavement rehabilitation between E. Travis and Nightingale Dr.	\$ 341,000	\$ 341,000	4	< 60	no		no
Fairfield	Atlantic Ave. pavement rehabilitation between N. Texas St. and Carnation Dr.	\$ 282,000	\$ 282,000	5	< 60	no		no
Fairfield	Webster St. pavement rehabilitation between Travis Blvd. and Highway 12	\$ 652,000	\$ 652,000	6	< 60	no		no
Fairfield	Clay Bank Rd. pavement rehabilitation between E. Tabor and Air Base Parkway	\$ 314,000	\$ 314,000	7	< 60	no		no
Fairfield	Chadbourne Road pavement rehabilitation between Cordelia Rd. and Highway 12	\$ 496,000	\$ 496,000	8	< 60	no		no
Fairfield	Central Way pavement rehabilitation between Pittman Road and Ritchi	\$ 280,000	\$ 280,000	9	< 60	no		no
Subtotal		\$ 4,079,000	\$ 4,079,000					
Rio Vista	Front St. pavement rehabilitation between Rio Vista Bridge (Highway 12) and Main St.	\$ 166,000	\$ 166,000	1	50	no	no	no
Subtotal		\$ 166,000	\$ 166,000					
Suisun City	Railroad Avenue rehabilitation from Sunset to East Tabor Avenue	\$ 877,000	\$ 877,000	1	5/34	no		STP
Suisun City	Merganser Drive rehabilitation from East Wigeon to Sunset	\$ 224,000	\$ 224,000	2	23	no		STP
Suisun City	Sunset Avenue rehabilitation from Highway 12 north to Suisun City limits	\$ 501,000	\$ 501,000	3	58	no		STP
Suisun City	Main Street rehabilitation from Cordelia Street North to Highway 12	\$ 424,000	\$ 424,000	4	52/83	no		STP
Suisun City	Pintail Drive rehabilitation from Sunset to Bluebill	\$ 237,000	\$ 237,000	5	58	no		STP
Suisun City	Pintail Drive rehabilitation from Woodlark to Walters Road	\$ 411,000	\$ 411,000	6	45	no		STP



Solano County				12/2/98				
STIP Augmentation								
Jurisdiction	Project Name	1998 STIP Cost Estimate	Cumulative Dollars	Project Ranking	PCI	MTS or non-MTS	State Only Funding Requested	Other applications
Suisun City	Blossom Road rehabilitation from Pintail to Railroad Bridge	\$ 346,000	\$ 346,000	7	20/21	no		STP
Suisun City	Scandia Road rehabilitation from Walters Road to Sports Complex	\$ 497,000	\$ 497,000	8	12	no		STP
Suisun City	Whispering Bay Lane from Marina Boulevard to 255 feet north of Francisco Drive	\$ 139,000	\$ 139,000	9	13	no	yes	no
Suisun City	Emperor Drive rehabilitation from the northern city limits of Suisun City to Highway 12	\$ 263,000	\$ 263,000	10	54	no		STP
Suisun City	Lawler Ranch Parkway rehabilitation from Highway 12 south 7,000 feet	\$ 673,000	\$ 673,000	11	74	no		STP
Suisun City	Village Drive rehabilitation from Highway 12 north to Railroad Avenue	\$ 346,000	\$ 346,000	12	43	no		STP
Suisun City	Woodlark Drive rehabilitation from Highway 12 to Pintail Drive	\$ 144,000	\$ 144,000	13	0/61	no		STP
Subtotal		\$ 5,082,000	\$ 5,082,000					STP
Vacaville	Kendal Street reconstruction from Cemon St. to Dobbins St.	\$ 385,000	\$ 385,000	1	42	no		no
Vacaville	Parker Street reconstruction from Main St. to E. Monte Vista Ave.	\$ 334,000	\$ 334,000	2	45	no		no
Vacaville	Midway Road overlay from Meridian Rd. to I-80	\$ 126,000	\$ 126,000	3	45	no		no
Vacaville	Aldridge Rd. overlay from Rice Lane to Eubanks Rd.	\$ 90,000	\$ 90,000	4	47	no		no
Vacaville	Midway Road overlay from I-505 to Leisure Town Rd.	\$ 88,000	\$ 88,000	5	48	no		no
Vacaville	Marshall Road overlay from Nut Tree Rd. to Leisure Town Rd.	\$ 286,000	\$ 286,000	6	54	no		no
Vacaville	Leisure Town Road overlay from Kingswood Ave. to Alamo Dr.	\$ 141,000	\$ 141,000	7	56	yes		no
Vacaville	California Dr. overlay from Peabody Rd. to Marna Dr.	\$ 90,000	\$ 90,000	8	56	no		no
Vacaville	Edgewood Drive overlay from Buck Ave. to Alamo Dr.	\$ 97,000	\$ 97,000	9	56	no		no
Vacaville	Rocky Hill overlay from Markham Ave. to Markham Ave.	\$ 114,000	\$ 114,000	10	57	no		no
Vacaville	Shasta Drive overlay from Marshall Rd. to Elmira Rd.	\$ 102,000	\$ 102,000	11	57	no		no
Vacaville	Marshall Road overlay from Peabody Rd. to Isabella Dr.	\$ 238,000	\$ 238,000	12	59	no		no
Vacaville	Nut Tree Road overlay from Marshall Rd. to Alamo Dr.	\$ 268,000	\$ 268,000	13	59	no		no
Vacaville	Nut Tree Road Bridge at Alamo Creek – abutment repair	\$ 66,000	\$ 66,000	14	n/a	no		no
Vacaville	Lagoon Valley Rd. overlay from I-80 to end	\$ 234,000	\$ 234,000	15	19	no		no
Vacaville	Meridian Rd. overlay from Midway Rd. to I-80	\$ 111,000	\$ 111,000	16	22	no		no
Vacaville	Cherry Glen Road from Vacaville city limits to I-80 overcrossing	\$ 13,000	\$ 13,000	17	49	no		no
Vacaville	Vanden Road overlay from Alamo Drive to Providence Place	\$ 62,000	\$ 62,000	18	38	yes		no
Vacaville	Rivera Road overlay from Pena Adobe Rd. to Lagoon Valley Rd.	\$ 186,000	\$ 186,000	19	59	no		no
Subtotal		\$ 3,031,000	\$ 3,031,000					
Vallejo	Curtola Parkway overlay from Maine Street to Lemon St.	\$ 882,947	\$ 882,947	1	55	yes		STP



Solano County		12/2/98						
STIP Augmentation								
Jurisdiction	Project Name	1998 STIP Cost Estimate	Cumulative Dollars	Project Ranking	PCI	MTS or non-MTS	State Only Funding Requested	Other applications
Vallejo	Tennessee Street overlay from Butte St. to Monterey St.	\$ 62,406	\$ 62,406	2	58	yes		STP
Vallejo	Tuolumne Street overlay from Redwood St. to Broadway	\$ 902,119	\$ 902,119	3	60	no		STP
Vallejo	Maine St. overlay from Santa Clara St. to Marin St.	\$ 102,939	\$ 102,939	4	47	no		STP
Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	\$ 479,700	\$ 479,700	5	79	no		STP
Vallejo	Georgia St. overlay from Sonoma Blvd. To Amador St.	\$ 362,732	\$ 362,732	6	59	no		STP
Vallejo	Mare Island Way overlay from Maine Street to Florida St.	\$ 312,000	\$ 312,000	7	47	no		STP
Vallejo	Redwood Street overlay from Sonoma Blvd. To Sacramento St.	\$ 222,300	\$ 222,300	8	45	no		STP
Vallejo	Broadway overlay from Marine World to Mini Drive	\$ 351,000	\$ 351,000	9	54	no		STP
Vallejo	Rollingwood overlay from Georgia Street to Tennessee Street	\$ 204,771	\$ 204,771	10	65	no		STP
Vallejo	Solano Ave. overlay from Georgia Street to Mariposa Street	\$ 512,693	\$ 512,693	11	46	no		STP
Vallejo	Tennessee Street overlay from Rollingwood to Oakwood	\$ 166,873	\$ 166,873	12	58	yes		STP
Vallejo	Sacramento St. overlay from Maine St. to Georgia St.	\$ 54,369	\$ 54,369	13	61	no		STP
Vallejo	Oakwood overlay from Georgia St. to Springs Rd.	\$ 235,647	\$ 235,647	14	46	no		STP
Vallejo	Santa Clara St. overlay from Carolina St. to Maine St.	\$ 122,473	\$ 122,473	15	48	no		STP
Vallejo	Valle Vista Ave. overlay from Broadway to Tuolumne St.	\$ 288,015	\$ 288,015	16	59	no		STP
Vallejo	Borges Lane overlay from Fairgrounds Dr. to Angelina Way	\$ 188,546	\$ 188,546	17	75	no		STP
Vallejo	Steffan Street overlay from Benicia Road to Georgia Street	\$ 132,990	\$ 132,990	18	60	no		STP
Vallejo	Fifth Street overlay from Bennett Ave. to Lemon Street	\$ 103,175	\$ 103,175	19	55	no		STP
Vallejo	Florida St. overlay from Mare Island Way to Butte St.	\$ 126,077	\$ 126,077	20	60	no		STP
Subtotal		\$ 5,813,772	\$ 5,813,772					
Solano County	Byrnes Road reconstruction from Hawkins Road to 2.0 miles north	\$ 1,090,000	\$ 1,090,000	1	30 to 31	no	yes	no
Solano County	Main Prairie Road reconstruction from SNRR to Norton Road	\$ 310,000	\$ 310,000	2	16	no	yes	no
Solano County	Yolano Road reconstruction from King Road to Midway Road	\$ 650,000	\$ 650,000	3	18 to 23	no	yes	no
Solano County	Pleasants Valley Road reconstruction from Cherry Glen Road to 0.10 miles north of Cherry Glen Road	\$ 510,000	\$ 510,000	4	51	yes	no	STP
Solano County	Pleasants Valley Road reconstruction from 0.10 miles north of Cherry Glen Road to 1.53 miles north of Cherry Glen Road	\$ 880,000	\$ 880,000	5	51	yes	no	STP
Solano County	Porter Road reconstruction from Midway Road to Dixon city limits	\$ 696,000	\$ 696,000	6	51	no	no	
Solano County	Overlay various county roads	\$ 336,000	\$ 351,000	7	43 to 55	some	no	STP
Subtotal		\$ 4,472,000	\$ 4,487,000					
STA	I-80 Reliever Route - Vanden Road Widening (shortfall)	\$ 600,000	\$ 600,000	1	n/a	some	no	no
Subtotal		\$ 600,000	\$ 600,000					



Solano County				12/2/98				
STIP Augmentation								
Jurisdiction	Project Name	1998 STIP Cost Estimate	Cumulative Dollars	Project Ranking	PCI	MTS or non-MTS	State Only Funding Requested	Other applications
Caltrans	Highway 37 - White Slough Project (shortfall)	TBD	TBD	1	n/a	yes	no	IIP
Subtotal		TBD	TBD					

Contract for Services of Deputy Director for Projects
Solano Transportation Authority

This agreement is made and entered into this 8th day of October, 1998 between Michelle Morris Brubaker and the Solano Transportation Authority (STA), a joint powers agency consisting of the Cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville and Vallejo and the County of Solano.

WHEREAS, STA is in need of obtaining the services of a qualified individual to assume the position of Deputy Director for Projects; and

WHEREAS, Michelle Morris Brubaker is considered the most qualified individual for the position and has the skill, qualifications and expertise required for the position;

IT IS MUTUALLY AGREED, as follows:

1. SCOPE OF SERVICES: The STA engages Michelle Morris Brubaker to perform the services outlined in the attached Deputy Director for Projects position description (Exhibit A).
2. COMPENSATION: Michelle Morris Brubaker shall receive an annual salary of \$61,000 payable on the fifteenth and last day of each month. The STA will also pay the employer and employee share of contribution to the Public Employees Retirement System.
3. LEAVE: Sick leave shall accrue at the rate of one day per month. Three and one half weeks of vacation leave are authorized annually.
4. TERM: Michelle Morris Brubaker shall be appointed Deputy Director for Projects on October 29, 1998 and this contract shall run for a period of one year thereafter to, and including, October 28, 1999. Should either party intend to terminate said contract prior to the end of the one year term, said party shall give thirty (30) days written notice of said intention. This contract may be terminated by either party without cause.
5. WORKWEEK: The workweek for Michelle Morris Brubaker is thirty-two (32) hours per week (80% time). The Executive Director and Michelle Morris Brubaker will work to establish a flexible work schedule in order to meet the needs of the STA and the employee job responsibilities.
6. BENEFITS: The STA will provide Michelle Morris Brubaker with the health, dental, vision and other benefits available to all STA employees (see Exhibit B: Employment Benefit Summary). If Michelle Morris Brubaker obtains health and dental insurance independently, the STA will provide a monthly allowance of \$177 (health) and \$41 (dental).

PERSONNEL POLICIES:

7. Michelle Morris Brubaker shall be subject to all of the STA personnel policies and procedures except to the extent such policies and procedures conflict with the terms and conditions of this agreement. To the extent such a conflict exists, the terms and conditions of this agreement shall govern.

8. BEST EFFORTS: This agreement embodies the whole agreement between the parties hereto and there are no inducements, promises, terms, conditions or obligations made or entered into by the STA Board, Executive Director or Deputy Director for Projects other than those contained herein.

9. The Executive Director of the STA has the authority to execute this agreement on behalf of the STA as authorized by the STA Board on September 9, 1998.

10. The forgoing provisions are understood and agreed to by the undersigned.

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

MARTIN TUTTLE, Executive Director
Solano Transportation Authority

Michelle Morris Brubaker

A handwritten signature in black ink, appearing to read "M. Tuttle", written over a horizontal line.A handwritten signature in black ink, appearing to read "Michelle Morris Brubaker", written over a horizontal line.

Attachments

SOLANO TRANSPORTATION AUTHORITY
Deputy Director for Projects

DEFINITION

Under general direction from the Executive Director, the Deputy Director for Projects provides staff support to the STA's various committees, and manages the STA's strategy to maximize the share of TEA-21 federal funding and the delivery of major "Priority Projects" in Solano County.

EXAMPLES OF DUTIES

Management responsibilities for the following:

1. The I-80 Reliever Route project. Ensure the timely delivery of funded project segments and continued coordination among project's jurisdictions. This task includes oversight of the project management consultant contract.
2. Reliever Route Land Use/Transportation study, Phase 1. If a consensus emerges to develop a comprehensive concept plan for the corridor, this task will include developing the strategy to secure funds for the additional work and developing planning/design process. This task includes oversight of the study's consultant contract.
3. Federal STP/CMAQ 75% program. Work with MTC committees, Caltrans and member agencies to program the funds and expedite the delivery of programmed projects. This task includes staff support to the STA's Technical Advisory Committee (TAC) and Intercity Transit Consortium.
4. New Benicia-Martinez and Carquinez Bridges. Work with Caltrans, MTC and impacted jurisdictions to ensure the current construction schedules are maintained and local issues relating to the projects are addressed.
5. Highway 37. Work with Caltrans and local agency staff to ensure that the widening and interchange project remains on schedule.
6. Other tasks include:
 - Assist in the development and execution of the annual work program and budget for approval of the STA Board.
 - Represent the STA before other agencies such as Caltrans, MTC and the Bay Area CMA Association.
 - Promote strategic planning and coordinated grant requests with member agencies.
 - Perform other duties as directed by the Executive Director.

SOLANO TRANSPORTATION AUTHORITY

Employee Benefit Summary
Board Approved July 9, 1997

Exhibit B

TERM

This summary shall remain in effect until amended by Board action.

SALARY

Salary schedule is recorded in appendix A.

WORKWEEK

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek in accordance with the Fair Labor Standards Act (FLSA). Compensatory time may be granted in lieu of pay at the employee's request and the Executive Director's approval. The Executive Director may establish flexible work schedules in order to meet the needs of the agency and the employee's job responsibilities.

RETIREMENT

PERS

Effective April 16, 1997, employees are covered under the Public Employees Retirement System. Solano Transportation Authority (STA) shall pay three percent (3%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Miscellaneous employees shall be covered under 2% @ age 55 modified formula. Retirement allowance benefits shall be calculated under the 36 highest paid consecutive months. The 1959 Survivor's Benefits shall be at the Third (3rd) Level. The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor's Benefit.

401(a) PROGRAM

Effective July 1, 1997, employees will be covered under a 401(a) plan. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

SOCIAL SECURITY

Effective July 1, 1997, employees will no longer be covered under Social Security, however the medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

HEALTH & WELFARE

STA to contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurances. Employees are responsible for amounts that exceed the maximum amount.

HEALTH INSURANCE

STA shall contribute an amount equal to the Kaiser rate or the Health Net rate, whichever is greater. Premium contributions shall be based on the number of eligible dependents enrolled on the employee's plan.

The amounts as of 07/01/97 are as follows:

Employee Only	\$148.00
Employee Plus One Dependent	\$296.00
Employee Plus Two or More	\$384.80

DENTAL INSURANCE

STA shall contribute a maximum of \$62.00 for employee plus family for dental coverage.

VISION INSURANCE

STA shall contribute a maximum of \$8.21 for employee and \$17.76 for family for vision coverage.

LIFE INSURANCE

STA to contribute premium sufficient to maintain \$50,000 basic life insurance.

LONG TERM DISABILITY

STA to provide an LTD plan to cover all employees. Plan shall include a 30 day waiting period, 100% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS

Paid holidays include the following:

New Year's Day	Columbus Day
Martin Luther King's Birthday	Veteran's Day
Lincoln's Birthday	Thanksgiving Day
Washington's Birthday	Friday after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
July 4th	Christmas Day
Labor Day	4 Hours New Year's Eve*

Two floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Saturday or Sunday, an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for two floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for one floating holiday.

VACATION

Employees shall receive - 0-5 years = 10 days, 5-10 years = 15 days, 11 years = 16 days, 12 years = 17 days, 13 years = 18 days, 14 years = 19 days, 15+ = 20 days. Bonus 5 and 15 years = 5 days lump sum credit. Maximum accumulation 40 days.

Previous years of service credit shall be considered for accrual purposes for those employees transitioning from the County to STA.

SICK LEAVE

12 days accrual per year. Unlimited accrual. Employees transitioning from the County shall be credited with an additional forty hours of sick leave July 1, 1996.

SICK LEAVE BUYBACK

Service retirement - 25% cash for sick leave balance.

Effective with period beginning 12/16/96 and ending 12/15/97, employees are eligible to participate in an annual buyback program. Eligible employees electing to participate shall be paid in February. The annual program is as follows: Employees with 30 days of sick leave balance who use less than 4 of 12 days earned can elect to receive 50% of the unused portion earned in that year in cash.

BEREAVEMENT LEAVE

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

AT-WILL EMPLOYMENT

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

Approved 
for July 1, 1997
(Board Approved 7/1/97)

December 9, 1998
Agenda Item 8.1



DATE: December 2, 1998
TO: STA Board
FROM: Matt Todd
RE: Approve Travel Safety Study

The Solano Travel Safety Plan was started in June with the approval of the Request for Proposals. The plan was created with the assistance of the TAC, a Safety Plan Subcommittee of the TAC, and the CHP. Input and projects were received from our eight member jurisdictions on potential safety projects as well as from analysis conducted by the consultant. The methods to address travel safety deficiencies included education, engineering, and/or enforcement.

The Plan already has fulfilled one purpose -- assisting Solano jurisdictions in the selection of the 25% Program projects, which has low cost safety projects as an eligible use. The study has also identified potential projects for use by a set aside of the 75% Program for low cost safety projects that will be addressed in early 1999. There are other potential funding sources identified in the study that can also be pursued by project sponsors.

The work was performed on an accelerated basis to assist the programming of STP/CMAQ funds made available from TEA 21 for the 25% Program. The programming of these funds is currently underway, with the proposed project list approved by the Board in November (the Corridor Plans), and final applications due in mid December.

Consultant costs (\$25,000) were programmed in the 1998/99 Project Development funding. Some of the projects proposed in the plan will be eligible for STP/CMAQ funding that will be programmed in early 1999.

The Solano Travel Safety Plan is included with this packet under separate cover.

The TAC has approved the plan and a draft version of the plan was also distributed at the November Board meeting.

Fiscal Impact

None

Recommendation

Approve the Solano Travel Safety Plan.



DATE: December 2, 1998
TO: STA Board
FROM: Dan Christians
RE: 5-Year Intercity Transit Plan

On July 9, 1997, the STA authorized one of the first major planning tasks of the Intercity Transit Consortium: preparing a 5-Year Intercity Transit Plan. Since each of the transit operators prepares its own Short Range Transit Plan (SRTP), the Consortium did not wish to develop a plan which would merely re-state the intercity components of each SRTP. Instead, the Consortium decided to develop a document which would allow all of its members, including those that do not operate intercity services, to see the network as a whole and respond to issues that impact the network. Attached is an Executive Summary of the October 1998 final report.

The major proposals include:

Short range services:

1. The extension of Vallejo Transit Route 85 from Fairfield to Vacaville.
2. The modification of Fairfield-Suisun Transit Route 20 from Fairfield-Vacaville.
3. The modification of Citylink Route 30 between Vacaville and Fairfield.

Long range services:

1. Expand services between Vacaville-Dixon-Davis.
2. Study alternate destinations in Contra Costa County for Solano BART Express Route 40 and/or consideration of subscription services.
3. Further analyze the funding and potential for alternative fueled vehicles and facilities.

They also recommended some equipment standards for intercity services and provided a "White Paper" on the state-of-the-art for alternative fuels. Although none of the proposals are mandatory for any of the individual operators, the proposals are intended as a planning guide to the Consortium for the next 5 years.

Fiscal Impact

No immediate fiscal impacts. May have some long-term impacts to transit operators if fully implemented.

Recommendation

Approve attached Resolution adopting 5-Year Intercity Transit Plan dated October 1998.

Attachments

RESOLUTION NO. 98-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE 5-YEAR INTERCITY TRANSIT PLAN**

WHEREAS, in fall 1997 the Solano Transportation Authority entered into an agreement with Nelson\Nygaard Consulting Associates to prepare the 5-Year Intercity Transit Plan (hereafter referred to as the Plan); and

WHEREAS, the Consortium and consultants have been diligently working with the member jurisdictions over the past approximately one year on the development of the Plan; and

WHEREAS, the planning process has been completed substantially as described in the scope of work; and

WHEREAS, the final Plan dated October 1998 has been circulated to the STA Board and Intercity Transit Consortium; and

WHEREAS, the main purpose of this Plan is to encourage the development of intercity transit throughout Solano with connections to other transit systems; and

WHEREAS, on November 23, 1998, the Intercity Transit Consortium approved the Plan; and

WHEREAS, the 5-Year Plan supercedes the Intercity Transit Concept Plan previously adopted by the STA in 1995.

THEREFORE BE IT RESOLVED that the Solano Transportation Authority approves the final 5-Year Intercity Transit Plan.

Don Erickson, Chairman
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority (STA), do hereby certify that the above and foregoing resolution was regularly introduced passed, and adopted by said STA at a regular meeting held this 9th day of December, 1998.

Martin Tuttle, Executive Director
Solano Transportation Authority



**Solano Intercity Transit Consortium
5-Year Intercity Transit Plan
Executive Summary**

Final Report

October 1998

Submitted by:



ACKNOWLEDGMENTS

Solano Transportation Authority

Board Members

Don Erickson, City of Dixon (Chair)
Rischa Slade, City of Vacaville (Vice-Chair)
Dan Donahue, City of Vallejo
Marci Coglianese, City of Rio Vista
Steve Gizzi, City of Benicia
Barbara Kondylis, Solano County
Steve Lessler, City of Fairfield
Jim Spering, Suisun City

Martin Tuttle, Executive Director

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Matt Todd, Solano Transportation Authority

Nelson\Nygaard Consulting Associates

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Ann Jamison, Principal, Project Manager
Paul Jewel, Senior Associate, Lead Planner

EXECUTIVE SUMMARY

Background

In September 1997, the Solano Transportation Authority (STA) and its member jurisdictions created the Solano Intercity Transit Consortium. The Consortium's primary objective is to coordinate, improve and expand intercity transit services within, and connecting to and from, Solano County. The Consortium membership consists of a representative from each of the following agencies/organizations:

- Vallejo Transit
- Fairfield-Suisun Transit
- City Coach (Vacaville)
- Benicia Transit
- Dixon Transit
- Rio Vista Transit
- Solano County
- Solano Commuter Information (SCI)
- Solano Transportation Authority (STA)

One of the first action items identified for the new Consortium was the need to create a 5-Year Intercity Transit Plan.¹ Each of the transit operators in the County already completes its own Short Range Transit Plan (SRTP) and thus the Consortium did not wish to develop a plan which would merely re-state the intercity components of each individual SRTP. Instead, the Consortium wished to create a document which would allow all of its members, including those that do and do not operate intercity services, to see the network as a whole and respond to issues that impact the network.

Project Objective

The primary objective of this first Plan was:

Identify issues and opportunities related to future service improvements and identify those which should be implemented immediately or studied further.

The development of this first Intercity Plan has been a dynamic process. Over the course of several months the consultant met with the Consortium members, both individually and in groups, for the purpose of identifying issues which could be studied during this first planning

¹Intercity Transit Coordination Plan (Nelson\Nygaard), September 1997.

effort. Not surprisingly, the group identified a variety of issues and needs, and a number of them are addressed in this report.

The Consortium has already addressed and resolved one important issue during the course of this planning effort. The issue, which dealt with several factors including alternative fuels, a need to add capacity on Route 80, and a need for larger and more reliable buses in Benicia, was resolved in the following manner. STA, Vallejo Transit and Benicia Transit are close to reaching an agreement wherein:

1. STA will assist Vallejo Transit in procuring 2 or 3 new high capacity buses for Route 80 using funds from the FTA Section 3 program.
2. Section 3 funds will also be used to purchase a CNG fuel bus for use on the Citylink Route 30 service.
3. In exchange for receiving the larger buses, Vallejo will shift 1 or 2 of its newer 40' buses over to Benicia Transit, thus providing Benicia with almost immediate access to larger and more reliable equipment than it has in its existing fleet.

Action Plan

A number of action items have been developed which the Consultant recommends the Consortium address during the next two years:

1. Develop Performance Standards for Intercity Routes

It would be helpful for the Consortium members in their efforts to prioritize service improvements if there was a common set of intercity service performance standards. The Consultant reviewed the SRTPs for each operator and the proposed ridership targets for the Intercity Marketing program. Some of the plans do have a few standards and targets, but for the most part the measures are somewhat general.

The Consultant recommends that the Consortium develop a set of minimum performance standards and target objectives within the following measurement categories:

- Passengers per revenue hour
- Passengers per vehicle hour
- Passengers per revenue mile
- Passengers per vehicle mile
- Average load factor
- Maximum acceptable load factor

2. Prepare for improved services on the I-80 corridor

Potential improvements for the I-80 corridor have been divided into short term and long term components:

Short Term

Consortium members have already developed a conceptual framework for a plan which would improve service levels in the short term. The plan includes:

- Extend Route 85 from Fairfield to Vacaville
- Revise Route 30's schedule and route
- Revise Route 20's schedule and route

A map displaying the proposed short term I-80 network is shown in Figure ES-1. Operating funds for these service changes have already been identified. There would be no cost increase associated with the changes on Routes 20 and 30. However, the extension of Route 85 will require additional operating funds.

The City of Vacaville has indicated that it does have the resources to fund the extension of Route 85. However, it cannot commit to funding the extension until it receives more information about the market potential for Route 85. It is anticipated that the primary market for this route will be trips from Vacaville to Solano Community College. The consultant recommends that the Consortium undertake a data collection to gather the information needed to better assess this market.

What is needed before service is implemented is an additional two buses for Vallejo Transit. The Consortium members should work together to acquire these additional vehicles. One possible source for capital funds is the FTA Section 3 grant (\$2.7 million) that STA is trying to obtain.² The two buses will cost approximately \$300,000 each for a total of \$600,000.

One option for getting vehicles might be for the Consortium to acquire used suburban buses from another operator, either as an out-right purchase or as a temporary loan/lease. Vallejo Transit is currently investigating this option.

²This request is currently pending before a conference committee in Congress. A final action is expected during September 1998.

Long Term

For the long term, there is some level of consensus among the members regarding additional service improvements within the corridor. Two options have been outlined in this report:

- Option 1: Increase Route 30 to hourly service Monday to Friday and add Saturday service
- Option 2: Implement a new intercity limited stop service - Service every hour Monday to Friday and every two hours on Saturday. A map displaying this option is shown in Figure ES-2.

Option 1 will require the purchase of one additional vehicle (\$330,000 for a CNG bus) and an extra \$235,000 in annual operating subsidies. It should generate 25,000 new boardings per year.

Option 2 will require an additional two buses (\$660,000 for two CNG buses) and an extra \$370,000 in annual operating subsidies. This option should generate an additional 80-90,000 boardings per year.

Both options will require an additional \$126,000 in annual paratransit service subsidies.

Funding Opportunities

Either option represents an excellent opportunity for an intercity program which could be funded by a County transportation sales tax, if one were to be approved in the future by Solano voters. A sales tax measure could be expected to generate up to \$150 million over a nine-year period, a small portion of which could be used for intercity transit services. This funding source could, by itself, just about cover all of the costs associated with either option.

Other funding sources which should be considered are:

- Local funds (LTF/TDA) from the cities of Vacaville and Dixon
- Regional funds from STA³
- Contributions from the City of Davis and Yolo County

³MTC is currently considering a regional gas tax measure. This concept is still in the "discussion phase". Should a gas tax be approved in the future, the funds from this source could be placed under the control of sub-regional agencies like STA.

3. Examine opportunities for serving new markets along the I-680 Corridor

The two I-680 routes (Routes 40 and Benicia-+ PHIL.), while playing important roles, are not achieving their full potential. The Consultant recommends that Fairfield-Suisun Transit and Benicia Transit, in cooperation with Solano Commuter Information and STA, undertake a comprehensive assessment of the ridership potential of serving new markets in the Walnut Creek-Concord-Pleasant Hill area. This assessment would look not only at new service destinations but also new service types such as subscription bus operations. Subscription bus programs have been successfully implemented over the last few years at both LAVTA (Wheels) and SMART (San Joaquin Regional Transportation District) and now play a vital role in moving commuters thru the I-580 and I-680 corridors between Stockton, Alameda and Santa Clara Counties.

4. Conduct an alternative fuels study

One of the issues discussed at the beginning of this project was alternative fuels and whether Consortium members should start making plans to buy buses powered by something other than diesel fuel. Unfortunately a comprehensive analysis of alternative fuels was not feasible within the time-frame and budget of this project. However, the consultant was able to prepare an alternative fuels "White Paper" specifically to address a particular issue. The issue was whether the operators should purchase alternative fuel buses using funds from the FTA Section 3 grant awarded to Solano County in early 1998.

With the re-authorization of ISTEA, now called TEA-21, there will likely be more CMAQ funds available for alternative fuel capital facility projects. There are also funds available from BAAQMD and YSAQMD for purchasing alternative fuel buses. The Consultant recommends that the Consortium undertake an alternative fuels analysis for all of the transit fleets in the County. The study can be done on an individual operator basis or it could look at groups of operators.

SUMMARY OF ACTION ITEMS

FY 1998/99

- Conduct a survey at Solano Community College to determine the ridership potential of the Route 85 extension.
- Conduct an analysis to uncover new markets for Route 40 and the Benicia-Pleasant Hill Route. This data collection effort could be designed to gather information about employee travel habits for people commuting from Vacaville, Fairfield, and Benicia to the largest employers in North/Central Contra Costa County.

FY 1999/2000

- Conduct a household survey in Dixon to gather current data on commute patterns and travel habits.
- Undertake an alternative fuels analysis for one or more operators.



DATE: December 1, 1998
TO: STA Board
FROM: Michelle Morris Brubaker
RE: TEA 21 Fund Applications – 75% Funds for STP/CMAQ
(Information only)

MTC has issued a call for projects for federal STP/CMAQ funds from the Transportation Equity Act for the 21st Century (TEA 21). These projects are for the “75% funds” – the category of federal STP/CMAQ funds targeted to rehabilitation and replacement projects.

Solano County’s bid target is \$6.2 million, with a guarantee of \$4.6 million of that bid target to be allocated to Solano County. The schedule for selecting and approving projects is shown below.

75% Funds

November 23, 1998	Applications due to STA
December 7, 1998	Projects selected
December 9, 1998	STA Board reviews draft project selections
December 21, 1998	TAC reviews package of transit and pavement projects
January 13, 1999	STA Board approves final program

In September, the TAC agreed to the following guidelines for Solano County:

- 10% of the available funds will be for safety projects that did not receive funding in the “25% Funding” process, but were included in the corridor plans.
- The remaining funds will be split into pavement maintenance needs (80%) and transit rehabilitation needs (20%).

This process is being coordinated with the 1998 STIP augmentation fund programming and on a similar timetable. Projects will be selected at special meetings on December 7, 1998, at 9:00 a.m. (transit) and 1:30 p.m. (roadway) at the STA offices. A preliminary list of projects submitted for TEA 21 funds is attached. Also included is a draft summary of the funding applications for both the TEA 21 and 1998 STIP augmentation funds. STA staff has asked project sponsors to provide clarifications on a number of the applications, so the list of project applications is expected to change.

STA staff will provide the STA Board with a recommended list of projects after the projects are selected on December 7, 1998, and prior to the Board meeting. The STA Board will be asked to approve the final program at the January Board meeting.



Solano County Applications			12/2/98	
TEA 21 Funds (75% Funds) and 1998 STIP Augmentation				
Jurisdiction	75% Funds - Pavement	75% Funds - Transit	1998 STIP Augmentation	TOTAL
Benicia	\$ 4,093,100	\$ 1,429,688	\$ 4,700,000	\$ 10,222,788
Dixon*	\$ 173,500	\$ -	\$ -	\$ 173,500
Fairfield	\$ 1,416,000	\$ 1,459,755	\$ 4,079,000	\$ 6,954,755
Rio Vista*	\$ 157,870	\$ -	\$ 166,000	\$ 323,870
Solano County*	\$ 1,541,200	\$ -	\$ 4,472,000	\$ 6,013,200
Suisun City	\$ 3,814,000	\$ -	\$ 5,082,000	\$ 8,896,000
Vacaville*	\$ 1,255,900	\$ -	\$ 3,031,000	\$ 4,286,900
Vallejo	\$ 4,360,328	\$ 2,920,500	\$ 5,813,772	\$ 13,094,600
Caltrans	\$ -	\$ -	TBD	TBD
STA	\$ -	\$ -	\$ 600,000	\$ 600,000
TOTAL	\$ 16,811,898	\$ 5,809,943	\$ 27,943,772	\$ 50,565,613
Bid Target	\$ 4,990,000	\$ 1,247,000	\$ 12,233,000	\$ 18,470,000
* Eligible for eastern CMAQ funding. Projects to be selected in February 1999.				



Solano County - Transit				12/2/98		
75% Funds - FYs 1997-98, 1998-99, 1999-2000						
Jurisdiction	Project Name	STP Cost Estimate	Cumulative Dollars	Project Ranking	Tier	Federal match check
Benicia	Replace 5 1985 transit buses	\$ 1,217,288	\$ 1,375,000	1	1	88.5%
Benicia	Rehabilitate 2 buses	\$ 212,400	\$ 240,000	2	1	88.5%
Subtotal		\$ 1,429,688	\$ 1,615,000			
Dixon	no projects submitted					
Fairfield	Replace 6 1985 buses	\$ 1,459,755	\$ 1,650,000		1	88.5%
Subtotal		\$ 1,459,755	\$ 1,650,000			
Rio Vista	no projects submitted					
Suisun City	no projects submitted					
Vacaville	no projects submitted					
Vallejo	Jet Cat Express ferry rehabilitation	\$ 2,212,500	\$ 2,500,000	1	1	88.5%
Vallejo	Ferry maintenance facility rehabilitation (fuel tanks)	\$ 177,000	\$ 200,000	2	1	88.5%
Vallejo	Rehabilitate 5 used Baylink buses	\$ 265,500	\$ 300,000	3	1	88.5%
Vallejo	Bus maintenance facility rehabilitation	\$ 221,250	\$ 250,000	4	1	88.5%
Vallejo	Rehabilitate Vallejo Ferry Terminal	\$ 44,250	\$ 50,000	5	2	88.5%
Subtotal		\$ 2,920,500	\$ 3,300,000			88.5%

Solano County - Pavement		12/2/98							
75% Funds - FYs 1997-98, 1998-99, 1999-2000									
Jurisdiction	Project Name	STP Funding Request	Total Project Cost	Project Ranking	PCI	Tier	MTS or non-MTS	Federal match check	Other applications
Benicia	Park Road rehabilitation from Adams to Elm Street	\$ 885,000	\$ 1,000,000	1	57	2	no	88.5%	STIP
Benicia	Military East overlay from East Second to East Seventh Street	\$ 442,500	\$ 500,000	2	67	2	no	88.5%	STIP
Benicia	East H Street overlay from East Second St. to East Fifth Street	\$ 110,600	\$ 200,000	3	68/95	2	no	55.3%	STIP
Benicia	Lake Herman Road reconstruction from Benicia city limits east to Reservoir Road	\$ 1,770,000	\$ 2,000,000	4	56	1	yes	88.5%	STIP
Benicia	East Channel road rehabilitation from Baysshore Road to West Channel Road	\$ 885,000	\$ 1,000,000	5	15	2	no	88.5%	STIP
Subtotal		\$ 4,093,100	\$ 4,700,000						
Dixon	North Adams St. overlay from E St. to H St.	\$ 53,100	\$ 60,000	1	44	2	no	88.5%	no
Dixon	Porter Rd. overlay from West A St. to southern Dixon city limits	\$ 97,400	\$ 110,000	2	72	2	no	88.5%	no
Dixon	North Adams St. overlay from A St. to E St.	\$ 23,000	\$ 26,000	3	84	2	no	88.5%	no
Subtotal		\$ 173,500	\$ 196,000						
Fairfield	Pennsylvania Ave. pavement rehabilitation between Civic Center and Cunningham	\$ 1,416,000	\$ 1,600,000	1		1	yes	88.5%	no
Subtotal		\$ 1,416,000	\$ 1,600,000						
Rio Vista	Main Street pavement rehabilitation from Highway 12 to east of Front St. (City Hall)	\$ 157,870	\$ 254,400	1	55	2	no	62.1%	
Subtotal		\$ 157,870	\$ 254,400						
Suisun City	Railroad Avenue rehabilitation from Sunset to East Tabor Avenue	\$ 589,000	\$ 693,800	1	5/34	2	no	84.9%	STIP
Suisun City	Merganser Drive rehabilitation from East Wigeon to Sunset	\$ 150,000	\$ 176,950	2	23	2	no	84.8%	STIP
Suisun City	Sunset Avenue rehabilitation from Highway 12 north to Suisun City limits	\$ 336,000	\$ 395,800	3	58	2	no	84.9%	STIP
Suisun City	Main Street rehabilitation from Cordelia Street North to Highway 12	\$ 284,000	\$ 334,800	4	52/83	2	no	84.8%	STIP
Suisun City	Pintail Drive rehabilitation from Sunset to Bluebill	\$ 159,000	\$ 187,200	5	58	2	no	84.9%	STIP
Suisun City	Pintail Drive rehabilitation from Woodlark to Walters Road	\$ 275,000	\$ 324,600	6	45	2	no	84.7%	STIP
Suisun City	Blossom Road rehabilitation from Pintail to Railroad Bridge	\$ 231,000	\$ 272,900	7	20/21	2	no	84.6%	STIP
Suisun City	Scandia Road rehabilitation from Walters Road to Sports Complex	\$ 334,000	\$ 392,900	8	12	2	no	85.0%	STIP
Suisun City	Emperor Drive rehabilitation from the northern city limits of Suisun City to Highway 12	\$ 176,000	\$ 207,900	9	54	2	no	84.7%	STIP
Suisun City	Lawler Ranch Parkway rehabilitation from Highway 12 south 7,000 feet	\$ 452,000	\$ 532,100	10	74	2	no	84.9%	STIP
Suisun City	Village Drive rehabilitation from Highway 12 north to Railroad Avenue	\$ 231,000	\$ 272,800	11	43	2	no	84.7%	STIP
Suisun City	Woodlark Drive rehabilitation from Highway 12 to Pintail Drive	\$ 97,000	\$ 114,000	12	0/61	2	no	85.1%	STIP



Solano County - Pavement		12/2/98							
75% Funds - FYs 1997-98, 1998-99, 1999-2000									
Jurisdiction	Project Name	STP Funding Request	Total Project Cost	Project Ranking	PCI	Tier	MTS or non-MTS	Federal match check	Other applications
Suisun City	Walters Road rehabilitation from Highway 12 North to Suisun City limits	\$ 500,000	\$ 692,700	13	34	1	yes	72.2%	STIP
Subtotal		\$ 3,814,000	\$ 4,598,450						
Vacaville	Elmira Road reconstruction from Peabody Rd. to AUAD project limits (Section A)	\$ 132,800	\$ 150,000	1	51	2	no	88.5%	no
Vacaville	Elmira Road reconstruction from Beelard Dr. to Royal Oaks Dr. (Section B)	\$ 56,600	\$ 64,000	2	60	2	no	88.4%	no
Vacaville	Elmira Road reconstruction from E. of Nut Tree Rd. to Leisure Town Rd. (Section C)	\$ 339,000	\$ 383,000	3	45	2	no	88.5%	no
Vacaville	Peabody Rd. reconstruction from Elmira Rd. to Beelard Dr.	\$ 474,400	\$ 536,000	4	48	1	yes	88.5%	no
Vacaville	Marshall Rd. reconstruction from Nut Tree Rd. to Leisure Town Rd.	\$ 253,100	\$ 286,000	5	54	2	no	88.5%	no
Subtotal		\$ 1,255,900	\$ 1,419,000						
Vallejo	Curtola Parkway overlay from Maine Street to Lemon St.	\$ 662,210	\$ 882,947	1	55	1	yes	75.0%	STIP
Vallejo	Tennessee Street overlay from Butte St. to Monterey St.	\$ 46,805	\$ 62,406	2	58	1	yes	75.0%	STIP
Vallejo	Tuolumne Street overlay from Redwood St. to Broadway	\$ 676,589	\$ 902,119	3	60	2	no	75.0%	STIP
Vallejo	Maine St. overlay from Santa Clara St. to Marin St.	\$ 77,204	\$ 102,939	4	47	2	no	75.0%	STIP
Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	\$ 359,775	\$ 479,700	5	79	2	no	75.0%	STIP
Vallejo	Georgia St. overlay from Sonoma Blvd. To Amador St.	\$ 272,049	\$ 362,732	6	59	2	no	75.0%	STIP
Vallejo	Mare Island Way overlay from Maine Street to Florida St.	\$ 234,000	\$ 312,000	7	47	2	no	75.0%	STIP
Vallejo	Redwood Street overlay from Sonoma Blvd. To Sacramento St.	\$ 166,725	\$ 222,300	8	45	2	no	75.0%	STIP
Vallejo	Broadway overlay from Marine World to Mini Drive	\$ 263,250	\$ 351,000	9	54	2	no	75.0%	STIP
Vallejo	Rollingwood overlay from Georgia Street to Tennessee Street	\$ 153,578	\$ 204,771	10	65	2	no	75.0%	STIP
Vallejo	Solano Ave. overlay from Georgia Street to Mariposa Street	\$ 384,520	\$ 512,693	11	46	2	no	75.0%	STIP
Vallejo	Tennessee Street overlay from Rollingwood to Oakwood	\$ 125,155	\$ 166,873	12	58	1	yes	75.0%	STIP
Vallejo	Sacramento St. overlay from Maine St. to Georgia St.	\$ 40,777	\$ 54,369	13	61	2	no	75.0%	STIP
Vallejo	Oakwood overlay from Georgia St. to Springs Rd.	\$ 176,735	\$ 235,647	14	46	2	no	75.0%	STIP
Vallejo	Santa Clara St. overlay from Carolina St. to Maine St.	\$ 91,855	\$ 122,473	15	48	2	no	75.0%	STIP
Vallejo	Valle Vista Ave. overlay from Broadway to Tuolumne St.	\$ 216,011	\$ 288,015	16	59	2	no	75.0%	STIP
Vallejo	Borges Lane overlay from Fairgrounds Dr. to Angelina Way	\$ 141,409	\$ 188,546	17	75	2	no	75.0%	STIP
Vallejo	Steffan Street overlay from Benicia Road to Georgia Street	\$ 99,743	\$ 132,990	18	60	2	no	75.0%	STIP
Vallejo	Fifth Street overlay from Bennett Ave. to Lemon Street	\$ 77,381	\$ 103,175	19	55	2	no	75.0%	STIP
Vallejo	Florida St. overlay from Mare Island Way to Butte St.	\$ 94,557	\$ 126,077	20	60	2	no	75.0%	STIP
		\$ 4,360,328	\$ 5,813,772						



Solano County - Pavement		12/2/98							
75% Funds - FYs 1997-98, 1998-99, 1999-2000									
Jurisdiction	Project Name	STP Funding Request	Total Project Cost	Project Ranking	PCI	Tier	MTS or non-MTS	Federal match check	Other applications
Solano County	Pleasants Valley Road reconstruction from Cherry Glen Road to 0.10 miles north	\$ 451,500	\$ 510,000	1	51	1	yes	88.5%	STIP
Solano County	Pleasants Valley Road reconstruction from 0.10 miles north to 1.53 miles north of Cherry Glen Road	\$ 779,000	\$ 880,000	2	51	1	yes	88.5%	STIP
Solano County	Overlay various county roads: Listing included on application	\$ 310,700	\$ 351,000	3	43 to 55	1 and 2	some	88.5%	STIP
Subtotal		\$ 1,541,200	\$ 1,741,000						

*December 9, 1998
Agenda Item 9.2*



DATE: December 2, 1998
TO: STA Board
FROM: Jim Weddell, CHP Solano
RE: CHP Report

Sergeant Jim Weddell, California Highway Patrol, requested to have this item placed on the STA Board agenda to discuss the Highway 12 Corridor Study (funded with an Office of Traffic Safety grant and administered by the CHP) that is underway. Sergeant Weddell will make a brief presentation to the Board.

Fiscal Impact

This item has no financial impact.

Recommendation

This item has no recommendation; it is for information only.

Attachments

SR 12 CORRIDOR SAFETY PROJECT

OBJECTIVES

1. To convene a task force, which shall meet at least four times during the period October 1, 1998, through September 30, 1999.
2. To identify through the task force at least four factors, including conditions and behaviors, contributing to the traffic safety problems on the corridor by April 1, 1999. All factors shall have corresponding potential short- and/or long-term solutions.
3. To develop and publish a *Safety Action Plan* addressing the traffic safety issues specific to the corridor by December 31, 1999.
4. To implement at least two of the identified potential solutions by July 31, 1999.

BUDGET

This Corridor Safety Project is funded through an Office of Traffic Safety grant #PT9850. The grant provides funds for the following activities:

CHP Officer Overtime	1,250 hours		
		San Joaquin County	700 hours
		Sacramento County	150 hours
		Solano County	400 hours
CHP Sergeant Overtime	125 hours		
Nonuniformed Overtime	100 hours		
Allied agency overtime:	\$48,000		
		Fairfield	\$ 9,371
		Lodi	\$19,232
		Rio Vista	\$ 7,144
		Suisun	\$12,253
Task force meeting room rental:	\$1,000		
Public awareness and education materials:	\$23,668		

FATAL COLLISIONS
1994 THRU 1998

SR - 12 / SOLANO COUNTY

1994 - 3 FATAL COLLISIONS 14 KILLED

2-17 :	6 FATALITIES (HEAD-ON)	E/OF SHILOH ROAD
6-10 :	7 FATALITIES (HEAD-ON)	W/OF SCALLY ROAD
12-12 :	1 FATALITY (HEAD-ON)	E/OF OLSEN ROAD

1995 - 3 FATAL COLLISIONS, 4 KILLED

1-9 :	1 FATALITY (HEAD-ON)	E/MCCLOSKEY ROAD
6-25 :	2 FATALITIES (HEAD-ON)	W/OF OLSEN ROAD
7-22 :	1 FATALITIES (RAN OFF ROAD ROLLOVER)	W/OF SR - 113

1996 - 6 FATAL COLLISIONS, 7 KILLED

3-8 :	2 FATALITIES (HEAD-ON)	W/OF LAMBIE RD (SHILOH)
3-18 :	1 FATALITY (RAN OFF ROAD ROLLOVER)	W/OF BECK AVE.
5-2 :	1 FATALITY (HEAD-ON)	W/OF OLSEN RD
6-18 :	1 FATALITY (HEAD-ON)	AT CURRIE RD
8-31 :	1 FATALITY (RAN OFF ROAD STRUCK TREE)	W/OF AZEVEDO RD
11-30 :	1 FATALITY (HEAD-ON)	E/OF SHILOH RD.

1997 - 3 FATAL COLLISIONS, 3 KILLED

3-8 :	1 FATALITY (HEAD-ON)	E/OF BRAIDS BRIDGE
4-26 :	1 FATALITY (HEAD-ON)	E/OF SHILOH RD
6-30 :	1 FATALITY (FAILED TO YIELD BROADSIDE)	AT SR - 113

1998 - NONE TO DATE

FATAL T/C FREQUENCY

SHILOH RD./LAMBIE RD -	4	MCCLOSKEY RD.	1	BECK AVE	1
OLSEN RD	3	CURRIE RD	1		
SR - 113	2	AZEVEDO RD	1		
SCALLY RD	1	BRAIDSBRIDGE	1		

HIGHWAY 12 SAFETY CORRIDOR TASK FORCE

(11/2/98)

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December 9, 1998
Agenda Item 9.3



DATE: December 2, 1998
TO: STA Board
FROM: Chairman Don Erickson
RE: Executive Director Recruitment

Attached is a memorandum from Shannon Associates on the status of the Executive Director search. Upon completing their outreach and screening, the firm will deliver a list of ten candidates to the Executive Director Search Committee (Members Erickson, Donahue and Slade) to consider on February 12.

Fiscal Impact

None

Recommendation

None. Information Only

Attachments

SHANNON ASSOCIATES

MEMORANDUM

TO: Mayor Don Erickson, Chairman
Solano Transportation Authority
FROM: David L Harris
SUBJ: Executive Director Recruitment Status Report
DATE: December 1, 1998

Shannon Associates is very grateful for the opportunity to serve the STA. Although ads have not yet appeared in trade journals, we have already received phone calls from potential applicants. Following is a schedule of recruitment activities along with target completion dates:

Table with 2 columns: Activity and To be completed by. Rows include: Develop ad text, brochure text and ad campaign for client approval (Completed); Place ads (e.g. Western City, Jobs Available, Websites, APA chapters, Assembly and Senate Rules Committee) (11/20 - 12/5); Print recruitment brochure (12/5); Mail brochure to potential candidates and to referral sources (12/12); Ads appear (December and January); Conduct aggressive outreach (12/12 - 1/22/99); Final filing date (1/22).

Recruitment schedule continued, 12/1/1998

Screen resumes	1/29
Screening interviews by consultants	2/12
Deliver client report and resumes to STA	2/12

Beyond delivery of the client report to STA, it is currently planned that STA will conduct the balance of the recruitment effort. Shannon Associates will be pleased to assist the STA further in the process if specifically requested to do so. If there are questions regarding this report or the project generally please do not hesitate to call.

Attachments: Ad text and brochure text

Exhibit A

PROPOSED AD TEXT

**Executive Director
Solano Transportation Authority
\$81,500 - \$92,500**

The Solano Transportation Authority (STA) is seeking an energetic, experienced leader to become the Executive Director of an eight-member agency that serves a county population of 372,000 with a \$2.7 million operating budget and a staff of five. The eight-member Board is composed of elected officials from the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville, and Vallejo. The STA is a progressive JPA that coordinates transportation programs and projects in concert with the Bay Area Metropolitan Transportation Commission (MTC), Caltrans and other agencies.

The ideal candidate will be a consensus builder with excellent communication skills, an open style, legislative understanding and experience in drafting legislation and/or creative transportation policies. A bachelor's degree in engineering, planning, public or business administration is required (advanced degree preferred). STA is a member of PERS and offers a very competitive benefit package. Final filing date is January 22, 1999. To apply, submit resume, cover letter, three work-related references and current salary to:

Shannon Associates
1601 Response Road, Suite 390
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Tel: 916-567-4280
Fax: 916-567-1220
Email: resumes@shannonassoc.com

THE SOLANO TRANSPORTATION AUTHORITY
Seeks an Energetic, Experienced Leader to be the New
EXECUTIVE DIRECTOR

SOLANO TRANSPORTATION AUTHORITY

The Solano Transportation Authority (STA) coordinates countywide transportation programs and projects under a joint powers agreement among the cities and County of Solano. It develops transportation plans, operates elderly and handicapped paratransit services and serves as the clearinghouse for several state, regional and federal transportation grants.

The STA is governed by a board composed of representatives from the Solano County Board of Supervisors and the mayors/city council members of each of the seven cities within the county. The agency has a total budget of \$2.7 million and a full-time staff of five.

THE COMMUNITY

Solano County (pop. 380,000) is one of the nine Bay Area counties and is located midway between San Francisco and Sacramento in close proximity to Napa Valley. The county is within a 2-½ hour drive of the Sierra Mountains and Lake Tahoe. Solano's seven cities are Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo. The landscape ranges from rich agricultural land in the North to rolling hills in the South. Along the southern and western borders are San Francisco Bay, the Carquinez Straits, Suisun Bay and the Sacramento River. Visitor destinations include Six Flags Marine World, the Woos Family Entertainment Center, Outlet Centers, numerous bicycle/pedestrian trails and access to a variety of water-related activities.

The County is home to Travis AFB, which is a major employer. It is estimated that the number of jobs in the County will increase by 50,000 to nearly 175,000 in 2010. Principal freeways are I-80, I-505, I-5, and I-680. The County's transportation infrastructure also includes several State highways, a Southern Pacific Railroad mainline and passenger rail service, several bridges and ferry service to San Francisco.

THE POSITION

The Executive Director is responsible for coordination among the STA member jurisdictions, the Metropolitan Transportation Commission (MTC) and Caltrans regarding regional transportation issues. Financial responsibilities include budgeting, grant writing, and allocation of State and Federal funds to local agencies. The Executive Director will also be expected to:

- ◆ Represent the STA in dealing with other agencies such as Caltrans, MTC, California Transportation Commission, the Bay Area CMA Association and the Bay Area Partnership
- ◆ Analyze transportation-related legislation and recommend positions to be taken by the STA Board
- ◆ Work with funding agencies to ensure that the STA and its member agencies receive substantial funding
- ◆ Develop an annual budget and work program proposal and implement Board-adopted policies
- ◆ Prepare and administer the Congestion Management Plan and other countywide transportation plans
- ◆ Supervise, develop and evaluate STA staff and oversee expenditures and purchasing
- ◆ Prepare agendas and reports for meetings of the Board and various committees

KEY ISSUES AND PRIORITIES

In preparation for the recruitment of the new Executive Director, the Board identified the primary issues and priorities to be addressed by the successful candidate:

Board Relationships - Create a strong working relationship with the Board, focused on partnership, mutual trust, respect and open communication.

Project Delivery – In collaboration with the Board, STA staff, consultants and partner agencies, the Director will advance the STA’s “Priority Projects” which address a broad mix of transportation needs and modes, including roads, rail, ferries, buses and bicycles/pedestrians.

Coalition Building - Build a sound working relationship with Federal, State, regional and local agencies, as well as various business, environmental and community interest groups to develop a consensus for the STA’s “Priority Projects”.

Legislation/Political Skills - Work effectively and actively in drafting legislation and/or other new transportation policies

Management - Implementation of the STA’s programs and policies through strong leadership, and through effective and efficient administrative and financial management

THE IDEAL CANDIDATE

Given the issues and priorities facing the STA, the new Executive Director must be a proven leader with excellent communication skills who enjoys facilitating change, working to develop relationships and building consensus.

Experience and Education

The ideal candidate will be a dedicated professional who blends the best aspects of leadership and technical competence and who is committed to problem solving and customer service. A technical background in

transportation planning is advantageous but not required. A bachelor's degree in engineering, planning, business, public administration, or a closely related field is expected. Advanced study in public management is desirable. Substantial experience in a related field is required, including managerial and leadership experience.

Competencies, Management Style and Personal Characteristics

In addition to the experience and education described above, the ideal candidate will be:

- ◆ Knowledgeable of the legislative process and of Federal, State and local laws and regulations relating to transportation
- ◆ A strong leader with positive energy
- ◆ Effective in establishing solid relationships with multiple stakeholders
- ◆ An excellent communicator (both oral and written)
- ◆ An effective listener and negotiator who is able to build consensus
- ◆ Willing to follow Board policy and able to take the initiative in implementing policies
- ◆ Knowledgeable of funding and programming alternatives
- ◆ Knowledgeable of sound management and budgeting principles
- ◆ Able to select, train and empower staff
- ◆ Analytical and capable of administering a complex work program
- ◆ Flexible, unbiased and a person of high integrity
- ◆ Committed to customer service
- ◆ A person of high integrity
- ◆ Politically astute, yet not political
- ◆ Interested in creating a partnership with the Board, providing them with alternatives and demonstrating a sense of responsiveness and sensitivity

COMPENSATION AND BENEFITS

- The salary range for the Executive Director position is \$81,500 - \$92,500. Salary will be determined based on overall qualifications. In addition, the STA offers an excellent benefits package that includes:
 - Employer paid PERS Retirement
 - Employer paid 401(a) in lieu of Social Security
 - Employer paid PERS health insurance

- Employer paid dental, vision and life insurance
- Fourteen paid holidays and twelve days sick leave
- Ten days vacation during the first five years and fifteen days thereafter

APPLICATION AND SELECTION PROCEDURE

To be considered for this outstanding career opportunity, please submit your resume, a list of three work-related references and current salary to:

SHANNON ASSOCIATES
1601 Response Road, Suite 390
Sacramento, CA 95815
(916) 567-4280
(916) 567-1220 Fax
Email: resumes@shannonassoc.com

The final filing date is Friday, January 22, 1999.

Resumes will be screened in relation to the criteria outlined in this brochure. Candidates with the most relevant qualifications will be given preliminary interviews by the consultants. All resumes and the results of the screening process will be reported to STA. It is anticipated that STA officials will conduct the balance of the recruitment process.