



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 429-2894

**MEETING NOTICE**  
**6:00 p.m.**  
**January 8, 1997**  
**STA Board Room**  
**333 Sunset Avenue, Suite 230**  
**Suisun City, CA**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

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

*Members:*

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

Martin Tuttle  
Executive Director

**ITEM**

- 1.0 Call to Order - Confirm Quorum
- 2.0 Approval of Agenda
- 3.0 Executive Director's Report
- 4.0 Comments/Update from Staff, Caltrans, and MTC
- 5.0 Opportunity for Public Comment
- 6.0 Consent Agenda
- 6.1 Minutes of Meeting of December 11, 1996. Page 31
- 6.2 TFCA (AB 434) recipient agreements for 1996-97. Page 35 (Dan Christians)
- 6.3 TFCA funding agreement with BAAQMD for Solano Bikeway.  
Page 45 (Dan Christians)
- 6.4 Paratransit Coordinating Council (PCC) Appointments. Page 51 (Matt Todd)
- 7.0 ACTION ITEMS - FINANCIAL
- 7.1 A resolution requesting approval of PVEA request for Dixon to Davis bicycle route funding. Page 55 (Dan Christians)
- 8.0 ACTION ITEMS - NON-FINANCIAL
- 8.1 Selection of Chair and Vice Chair for 1997. Page 59 (Steve Lessler)
- 8.2 Resolution in support of the reauthorization of ISTEA. Page 61 (Steve Heminger)
- 8.3 STA Annual Report. Page 85 (Martin Tuttle)

**9.0 INFORMATION ITEMS. NO ACTION NECESSARY**

- 9.1 Update on Paratransit Coordinating Council (PCC). Page 115 (Matt Todd)**
- 9.2 Board Members Comments.**
- 9.3 Adjourn (Next Meeting: February 12, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

January 8, 1997  
Agenda Item 3.0

Area Code 707  
422-6491 ♦ Fax 429-2894

**MEMORANDUM**

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

DATE: December 23, 1996  
TO: STA Board  
FROM: Martin Tuttle *Mt*  
RE: EXECUTIVE DIRECTOR'S REPORT -- HAPPY NEW YEAR

**ADMINISTRATION**

Martin Tuttle  
Executive Director

**Annual Report.** Staff has prepared a draft Annual Report for 1996 for your review and comment (agenda item 8.3). It summarizes the major STA organizational and project milestones which occur during the year, laying the foundation for an even more productive year in 1997. If approved by the Board, the report will be distributed to our key partners in the region.

**Meeting Schedule-1997.** Attached to this report is the schedule for STA Board and TAC meetings, as well as MTC and CTC meetings for 1997. This handout will also be included in your folder at the January 8 meeting.

**THE FOLLOWING IS A SUMMARY OF EVENTS SINCE THE LAST BOARD MEETING**

**Bay Area CMA Association, San Francisco, December 13**

Rod McMillan of MTC discussed proposals for continuing to fund alternative transportation information programs in the region, as operated locally by Solano Commuter Information (see attached memo on page 6). The State is proposing to cut its support of these programs and MTC is developing funding strategies to maintain the services in the event State funding is not allocated. MTC is expected to make a formal written request to the STA Board in January regarding the possible use of a portion of our AB 434 (40%) funds for the program.

**Business, Transportation & Housing Agency, Sacramento, December 17, 20, 23**

Joined the Capitol Corridor Joint Powers Board's five member negotiating team to execute the terms of the management transfer of the trains from the State to the CCJPB. The agreement is expected to go the CCJPB for approval at their January 15 meeting.

**Metropolitan Transportation Commission, Oakland, December 18**

The Commission voted to support the STA's position to provide \$5.8 million out of Regional Measure 1 funding to upgrade the proposed new Benicia-Martinez Bridge design, allowing it to accommodate a single rail track in the future. The request still needs to be approved by the California Transportation Commission.

**Contra Costa Transportation Authority/STA subcommittee, Benicia, December 19**

Joined board members Erickson, Hayes and Patchell at the meeting to receive project updates on the proposed Benicia-Martinez and Carquinez bridge projects. Caltrans released a report stating an investment of \$27-\$38 million (Caltrans' estimate to upgrade the new Carquinez Bridge for single rail track) is **not** justified if rail is implemented in the year 2030 or later. We have requested Caltrans to apply this formula for the years 2010 and 2020 in time for our consultant meeting on January 10. (see attachments on pages 11 and 12).

**LEGISLATIVE REPORT:**

**SB 45 (Kopp):** Similar to Senator Kopp's unsuccessful STIP reform effort of last session (SB 1505), this bill would revise the STIP funding process and shift more responsibility for planning/programming to the local and regional level. The Governor's office reportedly is also drafting a STIP reform legislative proposal that may differ from SB 45.

**UPCOMING EVENTS**

January 9	Caltrans PDT - Carquinez Bridge meeting in Oakland.
January 9	I-80 Reliever Route meeting in Suisun City.
January 14	Courage Drive Health Shuttle meeting in Suisun City.
January 15	SEDCORP Annual Meeting in Fairfield.
January 22	Metropolitan Transportation Commission meeting in Oakland.
January 27	MTC's Annual Legislative Day in Sacramento.
January 28-29	California Transportation Commission in Sacramento.
January 29	STA TAC meeting in Suisun City.
January 30	Joint subcommittee of the STA and Contra Costa Transportation Authority in Walnut Creek.
February 12	STA Board meeting in Suisun City.

**ATTACHMENTS:**

STA Priority Projects -- status report  
1997 Meeting Schedule  
Key news articles and correspondence

STA Project Development Fund 1996-97 Priority Projects - Status Report (listed in alphabetical order)				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Vallejo, STA -Long Range Rail Alternative Report (LRRAR)	\$20,000 \$25,000	\$20,000 *	\$1,271	-MTC supports \$5.8 million to upgrade Benicia-Martinez Bridge for rail on 12/18 -STA approved contract with Wilbur Smith and Assoc. on 11/13/96, report due January 31
Benicia Transit and Vallejo Transit Coordination Study Benicia, Vallejo	\$3,500	\$14,000		-RFP to be released in March '97 (MTC \$14,000 match approved June '96)
Bike Route Implementation Plan STA	\$15,000	*	\$11,026	-Clean Air Fund application for Vjo-FF /I-80 route segment, funding was approved for \$392,000 -Project Study Reports prepared for Dixon-Davis Trail and Bay Trail connector/I-780 Bikeway in Benicia -Vallejo TEA applic. on Bay Area contingency list, pending CTC determination of funds to be granted
Capitol Corridor STA	\$1,000	*	\$836	-Martin Tuttle appointed to team to negotiate transfer agreement -MTC recommends Suisun/Fairfield station TCI grant on 12/18 -STA Board approved JPA agreement 11/13/96
Dixon Migrant Camp Unmet Needs Study County of Solano	\$2,000	*	\$1,837	-Trial service with City of Dixon vehicles completed, operations will be evaluated
Electronic Toll Collection Caltrans	*	*		-Initial system design failed to meet the minimum performance standards set. Next trial run in 4/97 and open to public late 97 on Carquinez bridge
Highway 12 Improvements STA	*	*		-Suisun City widening project completed and grand opening held December 3 -TSM application submitted by Caltrans District 4 to Sacramento to compete with projects statewide
Highway 37 Project Vallejo, STA	*	*		-Bill Gray presented status report as part of STA/Vallejo contract at December 11 meeting
Highway 113 Relocation Dixon	*	*		-CMAQ application submitted, pending CMAQ fund estimates from SACOG
I-80/680 Auxiliary Lanes STA	\$10,000	*		-Contract awarded to Korve/Smith & Kempton at STA meeting on 10/9, report to Board 2/12
I-80 Reliever Route Implementation Plan STA	\$5,500 \$25,000	\$50,000 *	\$16,308	-STA Board approved revised Coop. Agreement on 11/13/96 and all parties have executed the doc. -STA approved contract with Korve Engineering on 7/10/96 -Vacaville request to fund aerial photography
Mare Island Access Study Vallejo	\$25,000	\$475,000		-PDF funding (\$25,000) transferred to Long Range Rail Alternative Report (LRRAR)
Transit Management Plan STA	\$4,000	\$56,000	\$5,093	-Transit Steering Committee to meet with consultant on 1/8 -Nelson/Nygard in process of interviewing stakeholders
Travis AFB North Gate Connector County of Solano	\$5,000	*		-STA approved letter to congressional delegation on 10/9 in support of federal funding for the project
Weigh in Motion (WIM) system Caltrans	*	*		-Project has been awarded, construction scheduled to begin no later than 1/97
<b>TOTAL</b>	<b>\$116,000</b>	<b>\$140,000</b>	<b>\$36,370</b>	

\* No funds allotted at this time

\$256,000



## 1997 MEETING SCHEDULE

### JANUARY:

- \* January 8 STA Board Meeting, Suisun City
- \* January 22 MTC Meeting, Oakland
- \* January 28-29 CTC Meeting, Sacramento
- \* January 29 TAC Meeting, Suisun City

### FEBRUARY:

- \* February 12 STA Board Meeting, Suisun City
- \* February 26 MTC Meeting, Oakland
- \* February 26 TAC Meeting, Suisun City, Suisun City

### MARCH:

- \* March 4-5 CTC Meeting, Los Angeles
- \* March 9-12 APTA Annual Legislative Conference, Washington DC
- \* March 12 STA Board Meeting, Suisun City
- \* March 26 MTC Meeting, Oakland
- \* March 26 TAC Meeting, Suisun City, Suisun City

### APRIL:

- \* April 2-3 CTC Meeting, Sacramento
- \* April 9 STA Board Meeting, Suisun City
- \* April 23 MTC Meeting, Oakland
- \* April 30 TAC Meeting, Suisun City, Suisun City

### MAY:

- \* April 30-May 1 CTC Meeting, Sacramento
- \* May 14 STA Board Meeting, Suisun City
- \* May 28 MTC Meeting, Oakland
- \* May 28 TAC Meeting, Suisun City, Suisun City

### JUNE:

- \* June 4-5 CTC Meeting, Oakland
- \* June 11 STA Board Meeting, Suisun City
- \* June 25 MTC Meeting, Oakland
- \* June 25 TAC Meeting, Suisun City, Suisun City

### JULY:

- \* July 8-9 CTC Meeting, Orange County
- \* July 9 STA Board Meeting, Suisun City
- \* July 23 MTC Meeting, Oakland
- \* July 30 TAC Meeting, Suisun City, Suisun City

### AUGUST:

- \* August 13 STA Board Meeting, Suisun City
- \* August 13-14 CTC Meeting, Sacramento
- \* August 27 TAC Meeting, Suisun City, Suisun City

### SEPTEMBER:

- \* September 10 STA Board Meeting, Suisun City
- \* September 18-19 CTC Meeting, San Diego
- \* September 24 MTC Meeting, Oakland
- \* September 24 TAC Meeting, Suisun City, Suisun City

### OCTOBER:

- \* October 8 STA Board Meeting, Suisun City
- \* October 22 MTC Meeting, Oakland
- \* October 29 TAC Meeting, Suisun City, Suisun City
- \* October 29-30 CTC Meeting, Fresno, CA

### NOVEMBER:

- \* November 12 STA Board Meeting, Suisun City
- \* November 19 MTC Meeting, Oakland
- \* November 26 TAC Meeting, Suisun City

### DECEMBER:

- \* December 9-10 CTC Meeting, Sacramento, (STIP Adoption)
- \* December 10 STA Board Meeting, Suisun City
- \* December 17 MTC Meeting, Oakland



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph R. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
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e-mail: info@mtrc.dst.ca.us

*Memorandum*

TO: CMA Directors

DATE 12/9/96

FR: Ann Flemer

RE: Funding Proposal for Regional Ridesharing Services

In September, 1995 MTC assumed responsibility from Caltrans for operation of the Regional Rideshare program, operated by Rides For Bay Area Commuters, Inc. (RIDES) and Solano Commuter Information. Since assuming the program, the State has significantly reduced its support for ridesharing services and has indicated that it will discontinue participating in funding TDM programs in FY 1997-98. In response to the potential loss of State funding, we have developed a draft plan (attached) to fund the short- and long-term ridesharing program in the region. The plan proposes that MTC, the Air District and CMAs back-fill the potential reduction and/or loss of State funds to continue our current ridesharing services. We would like to use this proposal as the basis for discussions scheduled for the December 13th CMA Association meeting.

We are continuing to actively pursue State funding and other fund programs that could lessen the magnitude of our projected funding shortfalls, as follows:

1. State Highway Account Funds: The RTPA Directors through CALCOG are continuing to advocate for State Highway Account funds to support TDM services. However, we will not know the State's intentions to fund TDM until the Governors' budget is presented in January.
2. TSM Funding: There have been recent discussions regarding the use of TSM funds to support TDM services throughout the State. Caltrans has identified an additional \$16.9 million in TSM funds (from cost savings and from projects that were not delivered) to program for FY 1997-98. Caltrans has indicated that they will be talking to the regional agencies regarding the process used for distributing this additional funding. The options that are on the table include: 1) funding projects that were below the cut-off line on the current TSM priority list; 2) requesting and prioritizing new project submittals, which would include TDM projects; and 3) funding regional TDM services off-the-top of the available funding. MTC is expected to support the third option.
3. CMAQ Funds: The reauthorization of ISTEA expected next year may include the continuation of CMAQ funding, which we have not programmed in this region. Therefore, if available, we could potentially program CMAQ funding for regional

ridesharing services. However, at this time, it is unclear whether the funds will be available and ready to program to fund the FY 1997-98 TDM budget.

Given that it may be months until we have closure on the sources discussed above, we would like to develop an agreement between MTC, the Air District and the CMAs to ensure that we continue to fund the region's rideshare services.

**Proposed Fund Program for FY 1997-98  
Regional Rideshare Program**

**A. Background/Current Situation**

1. MTC began operation of the Regional TDM program in September, 1995. For FY 1995-96, the State made available \$12.4 million statewide in federal STP funds to be distributed to RTPAs to operate TDM services. MTC's share of that total amount was approximately \$2.3 million.
2. For FY 1996-97, the State originally proposed to discontinue State participation in funding regional TDM services. After lengthy negotiations, the State included a total of \$8.3 million statewide in State Highway Account funds for TDM services. MTC's share of that total amount was approximately \$1.9 million.
3. The core regional TDM budget for FY 1996-97 is as follows:

**EXPENSES**

	<u>FY 1996-97</u>
RIDES	\$2,700,000
Solano County	315,000
MTC	100,000
Program Reserve	<u>135,000</u>
TOTAL	\$3,250,000

**REVENUES**

	<u>FY 1996-97</u>
State Funding (96/97)	\$1,900,000
TDA Funds	189,000
AB 434 Funds	650,000
FY 1995-96 Carryover	<u>511,000</u>
Total	\$3,250,000

4. During the FY 1996-97 budget negotiations, the Legislature indicated that FY 1995-96 would be the State's last year participating in funding regional TDM programs, given that these program could be funded under the regional 1505 fund programs. However, 1505 did not pass.
5. We are continuing to aggressively pursue State funding for the TDM programs, including FY 1997-98 TSM program funds. We will have our first indication of the State's intentions to fund TDM when the Governors' budget is made public in January.

**B. Proposal for FY 1997-98 and FY 1998-99 (and beyond)**

1. Immediate need is to continue the regional rideshare program (FY 1997-98).  
Based on current program budgeting, the FY 1997-98 total Regional Rideshare budget is projected to be approximately \$3,250,000 (RIDES- \$2,700,000; Solano Rideshare- \$300,000; Program Reserve- \$250,000)
2. Table I proposes 1997-98 as a "Transition Year" and FY 1998-99 as a "Target Year" (TABLE 1), as follows:

"Transition Year" (FY 1997-98), funds the program with existing available sources until a stable program can be established, as follows:

- With State Funding: State funding (at current funding levels, the estimated funding for the region would be about \$1.6 million), along with Air District AB 434 (60%) funds (\$1.0 million) and AB 434 (40%) funds (\$211,000) complete funding of the program.
- No State Funds: MTC and Air District and CMA AB 434 (60% and 40%) equally share in the back-fill of the State funding.

"Target Year" (FY 1998-99), establishes a long-term funding program shared among MTC, Air District and locals, as follows:

- assume no more State funding, but continue to pursue State funding.
- Option #1: program expenses are equally shared between MTC (TDA, 1505 and/or CMAQ funds), Air District (AB 434 60% funds) and CMAs/Transit Operators (AB 434 40%/other local funds).
- Option #2: program expenses are funded by Air District (AB 434 60% funds capped at \$1.0 million) and remainder is funded by regional funds (TDA, CMAQ and/or 1505).

**E. Timelines**

AB 434 (40%) County Priorities	<ul style="list-style-type: none"> <li>- Applications due by April (some Counties submit applications earlier)</li> <li>- Approval of funding is in July, 1997</li> </ul>
State Funding	<ul style="list-style-type: none"> <li>- Governors' Budget due in January, 1997</li> <li>- Final State budget in July, 1997 (?)</li> </ul>
Program contract renewal for RIDES and Solano Commuter Information	<ul style="list-style-type: none"> <li>- August 31, 1997</li> </ul>
AB 434 (60%) Funding Applications	<ul style="list-style-type: none"> <li>- Applications due in June, 1997</li> <li>- Approval of funding is in November, 1997</li> </ul>

**TABLE 1  
RIDESHARE PROGRAM ONLY - "TRANSITION" AND "TARGET YEARS"**

Funding Partner	Fund Source	FY 1996-97 Current Year	FY 1997-98 Transition Year		Fund Sources	FY 1998-99 Target Year	
			State Funding	Fallback (no state funds)		Option #1	Option #2
Program Budget		\$3,250,000	\$3,250,000	\$3,250,000		\$3,250,000	\$3,250,000
State (State Funds)	State Funds New Funding Carryover	\$1,900,000 \$511,000	\$1,600,000 \$0	\$0 \$0		\$0	\$0
MTC	TDA	\$189,000	\$289,000	\$823,000	TDA, CMAQ, 1505	\$1,034,000 0	\$2,100,000 0
BAAQMD Yolo/Sofano Air District	AB 434 (60%)	\$650,000	\$1,000,000 \$150,000	\$1,533,000 \$150,000	AB 434 (60%)	\$1,033,000 \$150,000	\$1,000,000 \$150,000
CMAAs	AB 434 (40%)	\$0	\$211,000	\$744,000	AB 434 (40%)	\$1,033,000	\$0
<b>TOTAL</b>		<b>\$3,250,000</b>	<b>\$3,250,000</b>	<b>\$3,250,000</b>		<b>\$3,250,000</b>	<b>\$3,250,000</b>



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December 19, 1996

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Susan Chang, Project Manager  
Caltrans  
PO Box 23660  
Oakland, CA 94623-0660

Martin Tuttle  
Executive Director

Dear Susan:

I am writing to follow-up on this morning's Economic Study presentation by DeLeuw, Cather. As we discussed, the Solano Transportation Authority (STA) would like the analysis of the economic cost of investing in rail facilities now in comparison to waiting for a later date to include estimates for the years 2010 and 2020.

Due to project's accelerated schedule and the need for the STA Board to determine its policy decision on the rail option quickly, I would appreciate receiving this information as quickly as possible. If possible, we would like to have the estimates available in advance of January 10, the date of our next consultant meeting.

Thank you again for your responsiveness to the issues we have raised. Best wishes to you and your family an enjoyable holiday.

Sincerely,

  
Martin Tuttle  
Executive Director

cc: Denis Mulligan, Caltrans  
Jeff Allen, DeLeuw, Cather  
Richard Tower, Wilbur Smith Associates  
Bill Gray, William Gray and Company  
Mayor Gloria Exline, City of Vallejo  
Pam Belchamber, City of Vallejo  
STA Board

**SUMMARY AND BACKGROUND**

*- Economic Study of Accommodating Future Rail Transit Across the Carquinez Straits.*

*Dec '96  
Draft Report*

The primary purpose of the Carquinez Bridge Project is to replace or strengthen the 1927 westbound Carquinez Bridge, which does not meet current seismic safety standards. This will ensure the long term continuity of the I-80 highway crossing of the Carquinez Strait between Contra Costa County and Solano County. The project responds to: (1) State legislation mandating seismic upgrade of all California highway bridges; and (2) Regional Measure One passed in 1988, committing bridge toll revenues toward replacement of the 1927 Carquinez Bridge. Replacement is being considered in one of three possible bridge locations--east, west or between the two existing Carquinez Bridges--and in one of four possible long span bridge configurations--steel truss, steel arch, cable stayed, or suspension. The project is on an accelerated schedule which allow it to open to traffic by 2001.

The Carquinez Bridge Project, as presently proposed, provides for motor vehicles, pedestrians, and bicycles, but not for rail transit. In accordance with Regional Measure One and in response to the requests of Solano and Contra Costa County Transportation Authorities/Congestion Management Agencies (Joint CMA) and the City of Vallejo, Caltrans has assessed cost and feasibility of accommodating future rail transit across Carquinez Strait. The study addresses two key questions: (1) Whether providing stronger foundations and superstructure on a new highway bridge to accommodate future rail transit warrants an incremental investment now to avoid an expected higher cost in the future; and (2) Where to secure financing for the incremental cost to accommodate future rail transit. This report summarizes the answers to the first question.

Caltrans has estimated the cost of accommodating rail transit across the Carquinez Strait in five possible configurations, including on a replacement highway bridge, on a retrofit 1927 bridge, or on a new parallel bridge. Retrofitting the 1927 bridge to accommodate two rail tracks was determined to not be physically feasible. The incremental cost of accommodating future rail improvements on a replacement highway bridge would range between approximately \$27 million and \$104 million (\$21-81 million main span and \$6-23 million approaches, 1996 dollars), while the cost of a parallel rail transit bridge would be approximately \$134 million (\$119 million main span, \$15 million approaches). The alternatives for replacement highway bridge leave open the option of building a parallel rail transit bridge at some later time.

Analysis of the economic cost of investing in rail facilities now (1998) in comparison to waiting until 2030 or later indicates that none of these current rail investments is justified because of the high opportunity cost of waiting so long to make use of the investment. The highest incremental investment that can be currently justified on economic grounds is about \$15 million, \$12 million less than the cheapest alternative, and this investment would assume that rail transit could be extended over the Strait as soon as 2030.

Furthermore, implementing the lower cost alternatives for accommodating future rail transit represents potential future constriction of highway operations (narrow shoulders, lane widths) or even loss of highway capacity (no shoulders, elimination of a highway lane). From an economic point of view, we conclude that the best way to provide for rail in the corridor is to continue to preserve the option for a future rail bridge and to make the expenditure for the most appropriate facility at the time that rail is extended.



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
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December 18, 1996

Members:  
Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Mr. David Cabrera, Program Manager  
Mass Transportation Program  
1227 O Street, Suite 402  
P O Box 942874 MS39  
Sacramento, CA 94274-0001

Dear Mr. Cabrera:

Thank you for your December 2, 1996 letter inquiring on the schedule status of the FY 1994/95 TCI Program grant (\$498,000) for the proposed Fairfield/Vacaville Intercity Rail Station.

Martin Tuttle  
Executive Director

The Solano Transportation Authority (STA), which represents Solano's seven cities and the county, has developed a multi-year passenger rail capital improvement program. This program includes the proposed Fairfield/Vacaville Intercity Rail Station. The City of Fairfield is the project manager for this specific project.

The following is the City of Fairfield's current project schedule, as also conveyed to you in a December 18, 1996 letter from Fairfield City Manager Gerald Davis:

- |   | <u>DATE</u>       |
|---|-------------------|
| 1. Submit SB 580 Report to Caltrans   | December 20, 1996 |
| 2. Submit STIP Amendment to Caltrans clarifying the proper title of the project- from Vacaville Multimodal station to <u>Fairfield/Vacaville Intercity Rail station</u> | January 1997      |
| 3. Submit request for allocation to Caltrans  | Feb/March 1997    |

It is my understanding that Fairfield staff (Morrie Barr) has been in contact with Ms. Debra Pitchard in regard to this schedule, as well as discussing the status of 1995-96 TCI Program grant and schedule for this same project.

Thank you for your interest in this important project. Please call me at (707) 422-6491 if you have any questions or comments.

Sincerely,  
  
Martin Tuttle  
Executive Director

cc: Morrie Barr, City of Fairfield  
April Chan, MTC

**DEPARTMENT OF TRANSPORTATION**

MASS TRANSPORTATION PROGRAM  
 1227 O STREET, SUITE 402  
 P. O. BOX 942874 MS 39  
 SACRAMENTO, CA 94274-0001  
 (916) 654-8811  
 TDD 1-800-735-2929

DEC 03 1996

BY: \_\_\_\_\_



December 2, 1996

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

Dear Mr. Tuttle:

RE: Projects in the FY 1994-95 and FY 1995-96 Transit Capital Improvement Program Which Have Not Received an Allocation

The California Transportation Commission (Commission) has asked the Department of Transportation (Caltrans) to canvas the Transit Capital Improvement (TCI) Program grantees who have projects programmed in the Fiscal Year (FY) 1994-95 and 1995-96 TCI Programs, but who have not received a full allocation of funds. The Commission is requesting this information to ensure that funds are expended in a timely manner and to avoid having these transportation funds revert and become unavailable for programmed projects.

Caltrans' records indicate that your agency has not come forward for an allocation of all the funds programmed by the Commission in the FY 1994-95 and/or FY 1995-96 TCI Programs. Our records show that the following project(s) has(have) yet to receive an allocation by the Commission:

<b>FY 1994-95 TCI Program</b>	<b>\$498,000</b>	<b>Vacaville Multimodal Station Environmental &amp; Preliminary Eng.</b>
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By statute, unallocated funds from the FY 1994-95 TCI Program will revert and be unavailable after June 30, 1997. If your project was programmed in the FY 1994-95 TCI Program, the Commission must allocate the entire amount programmed for your project no later than June 30, 1997 in order to avoid having these funds revert. The last Commission meeting prior to June 30, 1997 in which an allocation can be made is scheduled for June 4 - 5, 1997. A request for an allocation must be received by your local Caltrans district 60 days prior to any scheduled CTC meeting. Therefore, the deadline for a June 1997 allocation request by your agency is April 1, 1997.

Mr. Martin Tuttle  
December 2, 1996  
Page 2

Although FY 1995-96 TCI Program funds are not due to lapse until June 30, 1998, the Commission is concerned about agencies' progress in using these funds. Whether your agency has a project programmed in the FY 1994-95 TCI Program or the FY 1995-96 TCI Program, please provide Ms. Debra Pritchard, Office of State Transit Programs, with the anticipated date by which your agency expects to submit an allocation request to your local Caltrans district office. If you cannot come forward for an allocation by the April 1, 1997 deadline for FY 1994-95 TCI projects or the April 1, 1998 deadline for FY 1995-96 TCI projects, please explain why. *Please provide this information to Ms. Pritchard no later than December 18, 1996* at:

California Department of Transportation  
Mass Transportation Program, Mail Station #39  
P.O. Box 942874  
Sacramento, CA 94274-0001

If you, or your staff, have any questions please contact Ms. Pritchard at 916-654-9396.

Sincerely,



DAVID CABRERA  
Program Manager  
Mass Transportation

cc: Mr. Robert Chung, CTC Staff  
Mr. Wade Greene, CT District 4 - Planning

## Transit hub plans told

P6  
TOP2

■ Three concepts for  
ferry area pondered

**By Robert McCockran**  
Times-Herald staff writer

City officials want to upgrade Vallejo's ferry service to San Francisco and consolidate the downtown bus transit center, which is now located at York and Marin streets, with an upgraded ferry terminal.

In its Vallejo Terminal Landside Access Study, Wilbur Smith Associates made provisions for the extension of Georgia Street to Mare Island Way and considers the possible extension of the Napa Valley Wine Train to the ferry terminal.

Recently, the public got a  
(See **Transit**, A8)

Wednesday, December 18, 1996

# Transit

(From A1)

chance to look at preliminary designs for a transportation hub centered at the Vallejo Ferry Terminal and the opportunity to air their concerns about such a project.

The firm determined that any design must be able to handle:

- A minimum of 500 to 800 spaces for park-and-ride ferry patrons, with the flexibility to expand to 1,000 spaces;

- A minimum of 14 to 16 transit bus bays; and

- Positions for shuttle and charter buses.

Since many passengers would be transferring between buses and either ferries or other buses, walking distances should be short and paths should avoid the crossing traffic, WSA noted.

WSA unveiled three alternative site concepts at the Transportation Advisory Committee's public hearing last week at the Ferry Building.

Concept 1 locates the transit center in an east-west direction, with bus access provided from Mare Island Way, a new Maine Street driveway and the Georgia Street extension.

Concept 2 was developed to eliminate the need for passengers to cross busy Mare Island Way, as well as simplify the Georgia Street extension and bus transit-center access to Mare Island Way. The project site would be expanded to the west side of Mare Island Way and also northward, which would require additional environmental clearances.

Peter C. Martin, a WSA transportation engineer, noted that Concept 2 calls for a landscaped center island between the northbound and southbound bus bays that would be 60 feet wide, 400 feet long and, he said, "a very pleasant place for bus passengers and others to sit."

Concept 3 would put the bus transit center in a north-south direction across Mare Island Way from the ferry building.

Comments from residents

at the hearing and the engineers' remarks indicated a clear preference for Concept 2. WSA estimated the construction cost at \$3.2 million.

Right now, the project is in its infancy stage, said City Councilmember Dan Donahue, chairman of the committee, but he expects it to go before the City Council soon.

"Timewise, the parking lot has to be done first because the ferries are coming in in April," he said.

Concept 2 calls for 655 parking slots. It also conceives maximum walking distances of 850 feet between the ferry and the bus; 900 feet between the ferry and a car; and 500 feet between two buses.

The opening of Georgia Street will be a longer process due to the environmental considerations. Donahue said he hopes that segment can be completed in the next three years.

Linda Engelman, a Housing and Redevelopment Commissioner who serves on the Central Core Restoration Commission, likes Concept 2 because all transfers would be done on the same side of Mare Island Way. She's also pleased that the parking lots will finally be improved.

"Yes, I've trekked through that mud," she said.

Vallejo resident John Osborne said he was leaning toward Concept 2, but had questions about traffic congestion, including pedestrian and bicycle flows.

Diane Krevsky is concerned that all the transfers at a center island will create mass confusion.

Someone suggested the establishment of a feeder bus terminal to ease the congestion; another person said it doesn't make sense to bring all the automobiles and buses to one area in light of their effect on the air and sound quality.

Robert Brekke, who resides

in the St. Vincent Hill district, said that despite holding public hearings, city officials don't always take the concerns of the citizen seriously.

"We objected to a four-lane road (in the widening of Wilson Avenue-Mare Island Way project)," he said. "We went to the council chambers and raised, with great vigor, objections . . . they brought in a design team to work with the community to come up with a community-generated idea . . ."

"... In the end, the city went right back and went with the initial plan," Brekke said.

Herald

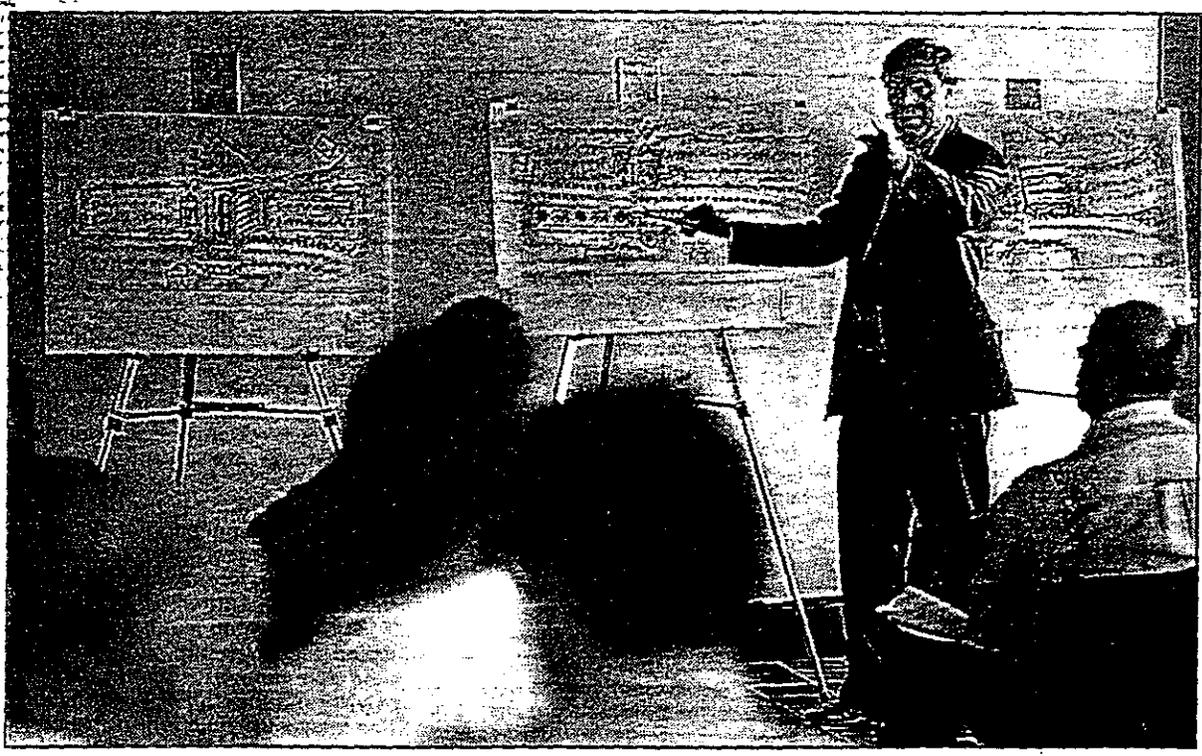
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Pg. 20F2

**A8** Wednesday, December 18, 1996

Times-Herald

# LOCAL/STATE



Times-Herald/J.L. Sousa

Peter Martin discusses some of the options available for the proposed Vallejo transit center.



**Bill Buchanan**

*View from the middle*

## Solano may get trains to Napa

**Y**ou've probably heard of the Napa Valley Wine Train. How about the Napa-Vallejo boat train?

There isn't one. Yet. But Vincent DeDomenico, chairman of the Napa train company, would like to have one running in the next few years to carry people from the Vallejo ferry dock to the Wine Train station in downtown Napa.

And there's something in this for mid-Solano County too: an affiliated new service would also run lightweight 60-mph trains from Napa to downtown Suisun City through Jamieson Canyon and Cordelia.

That's the way DeDomenico and a few other speakers pitched the idea, anyway, at a lunch last week at the Wine Train station for businesspeople, government representatives and anyone else interested in the subject.

This new project is part of a rail commuter network that's slowly taking shape in all parts of the Bay Area. This change, responding to voter approval of state rail bonds several years ago, has been easy to overlook because it's happening in several projects overseen by different agencies.

The changes have yet to produce any new service outside of the Capitol Corridor trains from Sacramento through Suisun City to San Jose, though a new train from Stockton to San Jose might be ready to start next year. But if the entire network is built, it will be possible in a few years to ride trains from Suisun City to dozens of Bay Area cities and suburbs.

The boat train, and the unnamed route from Suisun to Napa, would serve various purposes.

Commuters and local travelers would always be welcome, but DeDomenico's chief interest last Wednesday was bringing more of San Francisco's 15 million annual tourists to the Napa wine country.

He's got the wine train in Napa, and a fast ferry can now bring people from San Francisco to Vallejo in an hour. The final corridor he wants to open is the 8.6-mile Union Pacific line from Vallejo past Marine World to Napa. He wants a consortium of local governments and businesses in Solano and Napa counties to buy the mostly unused track, improve it, build a three-quarter mile extension to the ferry terminal, and start running trains.

Both the boat train and the Napa-Suisun line would use similar equipment. The suggested model displayed in Napa last week was a diesel-powered railcar built by Siemens Transportation Systems, Inc., the company that built cars for Sacramento's light-rail system. It was billed as inexpensive to buy and operate, for a train.

Hal Wanaselja, rail group manager for Korve Engineering, said an inexpensive service "probably can be financed out of farebox revenues if the capital (to build the system) could be provided."

He estimated that \$30 million to \$40 million would be needed to buy the cars, improve the tracks to 60 mph, and build stations and parking lots. Based on other track sales in Northern California, the consortium would need another \$12 million to \$50 million to buy both the Napa-Vallejo and Napa-Suisun routes from Union Pacific.

The projects would involve public money, which seems like an instant disqualifier — tax money for new projects is scarce these days — unless the money were diverted from other transportation budgets, such as highways. The trains would be meant as an alternative to driving.

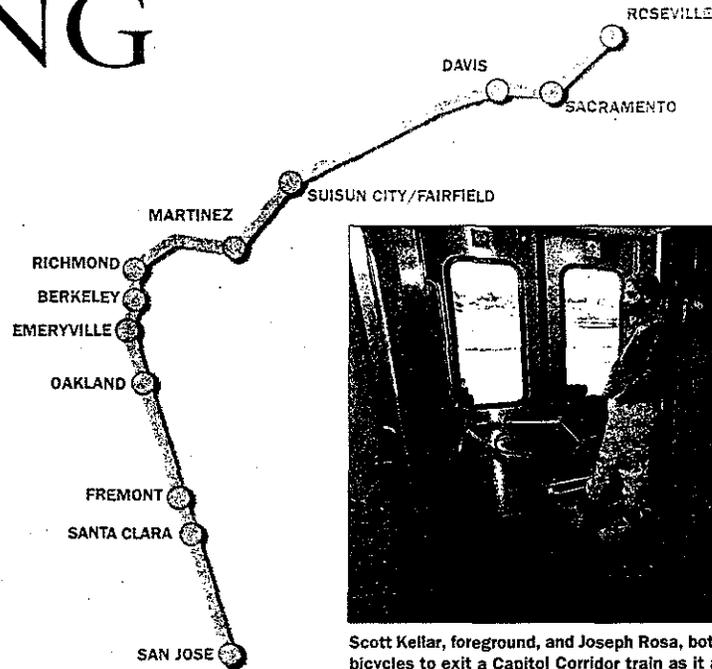
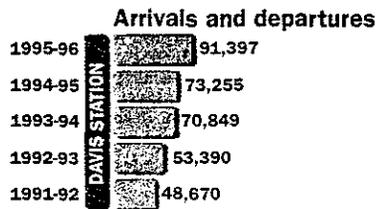
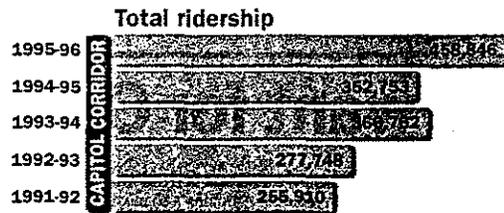
At 60 mph, the trains should get more than a few drivers off the road. Wanaselja said trains could get from Napa to Suisun or Vallejo in 20 minutes. That's often faster than driving, depending on traffic and weather.

The next step is an objective \$20,000 study to verify predictions favoring the service. If the result is positive, expect to read more about this.

*Bill Buchanan is the managing editor of the Daily Republic.*

# CAPITOL CORRIDOR ROLLS ALONG

*Sacramento to San Jose rail service is catching on, but it hasn't been an easy journey*



Scott Kellar, foreground, and Joseph Rosa, both of Davis, wait with their bicycles to exit a Capitol Corridor train as it approaches Berkeley.

By JEFF ABERBACH  
Enterprise news editor

**W**as it an omen? Organizers were set to launch the Capitol Corridor rail service on Dec. 13, 1991 — until someone checked the calendar and saw it was *Friday the 13th*.

The start date was bumped up by a day.

Nothing, it seems, comes easy for the Capitol Corridor, which marked its fifth anniversary of service on Thursday.

In fact, the very notion of providing an alternative to highway travel between Sacramento and San Jose sounded implausible at first. Slowly at first, but now increasingly so, the service seems to have caught on.

But it hasn't been easy. In fact, there have been a remarkable number of obstacles, bureaucratic snags and planning delays along the way.

For example:

■ The California Cars — funded through a 1990 statewide bond — are the most modern equipment used by Amtrak today. Yet delivery lagged nearly two years behind schedule because of financial woes by the car builder, and some of the cars — first ordered in 1992 — have yet to be delivered.

In fact, problems with a Brazilian subcontractor ended efforts to build a version of the California Car for commuter train service around the state.

■ Service nearly ended abruptly when Amtrak announced two years ago that the Capitols were among the trains targeted for removal due to budget problems. The Capitols remained only after the state of California stepped up and agreed to pay a larger share of the annual operating costs.

■ Caltrans and railroad officials spent two years negotiating a \$67 million track upgrade project to cut travel time between Davis and Benicia by 20 minutes. But it took an additional two years before the railroad and state officials could resolve a dispute over conditions imposed on that agreement by the California Transportation Commission.

Supporters, however, point to a number of accomplishments and statistics showing that their efforts in the corridor are paying off. In fact, the Capitol Corridor has become the fastest-growing — and most highly rated — route in the Amtrak system.

Yet, the situation is far from ideal. Many of the California Cars have been hampered by design flaws, some promised station improvements are years behind schedule and the current 3 1/2-hour schedule between Sacramento and San Jose makes the Capitol Corridor one of the slowest routes operated by Amtrak.

### Who's in charge?

The state rail program, which includes the Capitol Corridor plus passenger ser-

vice in the San Joaquin Valley and along the coast between San Luis Obispo, Los Angeles and San Diego, is in some degree of disarray.

Caltrans' Division of Rail has been largely dismantled following legislative approval of SB 457 by Sen. David Kelley, R-San Diego, which sets a Dec. 31, 1996, deadline to transfer control of the three routes to separate, local joint powers boards.

The Capitol Corridor is well on its way to being managed by the Bay Area Rapid Transit District and supervised by a 16-member joint powers board comprising BART and local transit agencies. But San Joaquin Valley authorities are balking at the concept and future management of those trains remains uncertain.

San Joaquin officials are raising concerns over lan-

guage in the Kelley bill which only guarantees three years of continued state funding for the rail service, and which says local government must make up any cost overruns associated with running the trains.

In fact, state Sen. Quentin Kopp, the San Francisco independent who's recognized as one of the most powerful

See TRAINS, Page C-3



Sixth-grade students from Auburn pass the time with magazines and snacks as they ride to Emeryville, where they will board a bus for San Francisco and a visit to the 'Splendors of China' exhibit at the Asian Art Museum.

# TRAINS

Continued from Page C-1

members of the Senate Transportation Committee, has been quoted in recent months in Bay Area newspapers as saying the state can't afford to continue subsidizing rail service.

Caltrans is spending about \$45 million this year to operate 12 daily passenger trains — four each in the Capitol Corridor, in the San Joaquin Valley and in the San Diego-Los Angeles-San Luis Obispo corridor. The money comes from the state's gas tax.

But Marty Tuttle of the Solano Transportation Authority, who helped draft portions of the Kelley bill when he served on the staff of Assemblyman Tom Hannigan, D-Fairfield, says there's little doubt state funding for the trains will continue.

"The intent is that it is a state service that should be state-funded," Tuttle said.

He said a key test will come later this month when the new joint powers board negotiates an interagency agreement with the state Business, Transportation and Housing Agency for continued operation of the Capitol Corridor. That agreement would commit state support to implement phased improvements over the next five years, including growth to 10 daily trains.

Newly elected Assemblywoman Helen Thomson of Davis is well-versed on Capitol Corridor issues. She sat through years of hearings as one of Yolo County's representatives on an advisory committee overseeing the development of the train service.

She said she knew, even in 1990 when the service was only in its feasibility stage, that it would not be an overnight success.

"I knew it would take a long time because it takes time to change people's attitudes," she said. "You have to get into people's heads that the train is a good alternative."

## Getting up to speed

The Capitol trains are among the most visible benefits from two bond measures approved by California voters in June 1990. Together, the bonds earmarked nearly \$3 billion to improve intercity and commuter rail service across the state.

Bond proceeds paid for the California Cars and locomotives, now used on the Capitol Corridor, San Joaquin and San Diego trains. The double-decked cars have in-seat stereos, on-board bicycle racks and a sophisticated wheelchair lift system.

The bonds also financed the long-delayed track rehabilitation project now under way between Emeryville and Davis. When the work is completed in mid-1998, operating speeds will be raised to 79 mph between Davis and Benicia, and the travel time between Davis and Emeryville will be reduced by 20 minutes.

But getting to that point will impose some hardship on passengers. Already, midday trains are routinely seeing delays of 15 to 20 minutes due to tie replacement and signal installation work



Alison Portello/The Enterprise

A portable television set is tuned to 'Monday Night Football' as members of the Amtrak Social Society share some camaraderie on a trip home from the San Francisco Bay Area.

along the route, and Amtrak officials admit the problem probably will be exacerbated beginning in January when crews begin replacing the rail itself.

Joe Deely, who oversees the Capitol route as manager of the California Corridor for Amtrak West, said his priority is to urge passengers to bear with the delays in 1997, since they will allow for higher speeds in the future.

Deely, who uses the Capitols to commute between his Oakland office and his home in Solano County, says use of the early morning westbound train has been growing steadily. It started at about 50 passengers per day last April but has since doubled to nearly 100 riders per trip.

Passengers along the corridor also are served by some of the most modern stations in the Amtrak system. There are new facilities in Roseville, Emeryville and Oakland, remodeled stations in Davis, Suisun and San Jose and improvements either planned or under way in Martinez, Richmond, Fremont and Sacramento. An additional stop in Hayward remains in the planning stage.

Yet the pace of station work is often painfully slow, bogged down by multiple layers of bureaucracy. Work began just a few weeks ago to remodel the restrooms at the Sacramento depot — even though the state Legislature approved money for the project four years ago.

## Price is paramount

Early on, local officials identified three keys for a successful corridor: provide trains that are fast, frequent and affordable.

The latter criterion proved easiest for the staff of Caltrans' Division of Rail.

Heeding the warnings of local elected officials that the route was "price-sensitive," a series of fare promotions have steadily boosted ridership on the Capitol route.

The most successful was this summer's "kids ride free" plan — revenues and boardings both soared by more than 60 percent during August alone.

Caltrans also ventured into

nontraditional forms of advertising, using an array of marketing schemes ranging from Web pages on the Internet to multi-page brochures mailed to every household along the eight-county corridor.

To help attract business travelers, Caltrans also developed multiple-ride tickets and monthly passes.

The results have turned the Capitol Corridor into Amtrak's fastest-growing route, with ridership rising over 20 percent annually. And a recent on-board passenger survey ranked the Capitols as No. 1 in the country for customer service.

The four round-trip trains carry an average of nearly 1,250 passengers per day. Most of the travel is clumped into the three-day weekend period, when some of the trips operate on a standing-room-only basis. During the UC Davis school year, it's not unusual for 100 to 150 students to board the Friday night train for weekend trips to their homes in the Bay Area.

And while modest, periodic fare increases haven't resulted in significant ridership losses, efforts to curtail service have had an undesired impact. Patronage between San Jose and Oakland plunged last year when Caltrans substituted buses for the late night/early morning train as a cost-cutting measure. Full rail service was reinstated earlier this year.

## What's ahead?

Completion of the track upgrade project will allow the corridor to grow and come closer to reaching the potential envisioned when the service was proposed by then-Assemblyman Tom Hannigan.

Once there is a faster schedule between Sacramento and Emeryville, the number of daily trains is expected to grow from four to six (and, ultimately, to 10 per day). An early morning commute schedule from the Bay Area into Sacramento is a high priority. An eastbound extension of the route to serve commuters living in the Auburn/Colfax region also has been proposed.

Amtrak has even toyed with

the notion of extending one of the Capitol trains as far as Reno. Nevada officials (and casino operators) like the idea, but Gil Mallery, head of Amtrak West, said he's been told that California officials would veto the use of state-funded rail equipment anywhere outside of California.

Deely says the "kids ride free" promotion was so successful it will be offered again next summer, and some sort of fare promotion will be available during the spring. A direct-mail promotion is also planned in Solano County to bolster what has thus far been disappointing results from the Suisun/Fairfield depot, he said.

Thomson agrees that additional trains are essential to the success of the corridor. It's ironic, she noted, that the train's limited schedule didn't allow her to commute by rail to the Capitol Corridor advisory committee meetings, even though the group meets in Suisun City Hall, just a short walk from the Suisun/Fairfield depot.

At some point, Tuttle says Solano officials would like to see several commuter trains added to the Capitol Corridor, with stops in Dixon, Vacaville/Fairfield and Benicia.

Tuttle says the key to tapping the Solano County market is to provide additional train service.

"If we're up to 10 round-trips, the service will be a real source of mobility for Solano commuters," he said.

## Commuters bond with fellow travelers

◆ Amtrak Social Society adds a little levity to ease the daily grind

By JEFF ABERBACH  
Enterprise news editor

Marilyn Underwood uses the time to read scientific journals. Russ Rauch catches up on his sleep. Harriett Kaufman studies for some graduate courses she's taking.

But they also have some things in common. Each lives in the Davis/Sacramento region. Each works in the Bay Area. And each has opted to leave the car at home and commute on the Capitol Corridor trains.

And to help pass the time, each has become a member of the loosely knit Amtrak Social Society.

The club now claims a membership of nearly 100 people — all of whom take advantage of the commuter-style train schedule which began earlier this year.

There are now 97 members in the group, but not all ride on a daily basis. Some take the train into The City on Monday where they maintain apartments, then return home on weekends.

Club members gather nightly in the rear car of Train No. 726. Only a handful of regulars are aboard when the train pulls out of Jack London Square at 5:20 p.m. for the trip to Sacramento, but dozens more climb aboard in Emeryville and Richmond.

Once on board, there are stories to tell, snacks to consume, and advice to share on everything from computers to pro sports. Many members use the travel time to catch up on office work, and busily thumb through pages of computer printouts or plug their laptop computers into a wall outlet in the rail car.

On Mondays, a portable television set is brought on board to broadcast football games. A portable hot dog cooker provides piping-hot refreshments.

Once each month, club members kick in a few bucks for a catered party — complete with on-board decorations. Christine Shipman, who commutes between her home in Sacramento and her job with a Bay Area

health care firm, acts as coordinator — collecting the party dues, maintaining the membership list and developing a roster of members' e-mail addresses.

"I spend more time with these guys than I do with my wife," said one "ASS" member — as they proudly declare themselves.

The train's early morning departure time (5:15 a.m. out of Sacramento, 5:37 a.m. out of Davis) guarantees an arrival in San Francisco before 8 a.m.

The evening arrival times back in this area (7:18 p.m. in Davis, 7:44 p.m. in Sacramento) make for a long day, but the regulars swear by it.

Michael Greene of Folsom, a train rider for the past month, says he'll never go back to driving I-80 to his administrative job with UC San Francisco.

"It was like I was pretty much useless for the first few hours" each day, he recalled. "Now when I arrive at the office I feel great."

Greene says the cost for the train commute (\$205 for a monthly pass) is partially subsidized by UC, and is only a fraction of what he used to pay for gas, bridge tolls and parking.

Underwood, of Davis, a toxicologist with the state Department of Health in Emeryville, said she tired of the highway commute after living in Petaluma for several years. She looked at homes in Dixon and Woodland, but said she settled on Davis, in part, because she knew she could use the Capitol trains to get to her job.

With a laptop computer and cellular phone, Underwood says she often uses the morning and evening train rides to catch up on work and to read the latest scientific journals. Sometimes, she'll move into another car, away from fellow ASS members, so she can concentrate on her work.

"But every now and then," she says, "it's like, 'You've worked hard enough. Let's have some fun.'"

Rauch, who leaves his Pollock Pines home each day at 3:45 a.m. for his job at the Southern Pacific Building in San Francisco, has tried other ways to beat the I-80 commute. He says he used to catch an early-morning Greyhound bus, but I won't go back to that even if they drag me."

Friday, December 13, 1996

## High speed train outlined

Associated Press

SAN FRANCISCO — The final recommendation for a high speed rail system linking southern and northern California shows a route along Highway 99 through the Central Valley with spurs along I-15 to San Diego and through the Altamont Pass to San Francisco instead of Oakland.

In a report released Thursday, the Intercity High Speed Rail Commission recommended a 680-mile long system starting at Union Station in Los Angeles, instead of Los Angeles International Airport. That would cost less to build and serve more people, the report said.

It would end in downtown San Francisco and San Jose, instead of Oakland as East Bay officials had hoped. That offered higher ridership and revenue projections, commission members reasoned.

Trains would pass through 14 stations along the way with local cars stopping and express cars breezing through, the report said. For convenience, schedules would be coordinated with commuter bus and rail lines at common stations.

The nine-member commission recommended a route across the Tehachapi Mountains via the Antelope Valley instead of the I-5 Grapevine. They said local governments in the valley would contribute more funding.

Service between Los Angeles and San Diego should use an inland route along Interstate 15 instead of a coastal route as previously recommended, the report said. That would serve the fast growing communities in San Bernardino and Riverside counties and avoid significant environmental impacts on the coast.

The trains would be either steel wheels on rails, a less expensive and slower option, or magnetic levitation technology. Estimates show the former would cost \$20.7 billion and reach speeds of up to 220 mph while the magnetic levitation system would cost \$28.9 billion and go as fast as 310 mph.

# Bus service tops committee agenda

By Reporter Staff

Extended Read-Ride bus service hours and trial transit runs to the Dixon Migrant Camp top tonight's Dixon Transit Steering Committee agenda.

City officials will give a report on ridership trends and communication between customers and Read-Ride drivers.

The bus service for people who live part of the year at the Dixon Migrant Camp was a city unmet "needs issue" in fiscal year 1995-96.

In an arrangement between the city of Dixon and Solano County, a trial transit service was provided to the camp in September and October.

Read-Ride expanded to new hours between 7 a.m. and 6 p.m. on Oct. 1.

City officials last month adjusted the transit budget from \$192,549 to \$207,482 to allow for the expanded bus hours. The change also reflected added costs officials said will be covered by Transportation Development Act money first planned for street improvements.

Committee members also are expected to discuss other needs.

Another Read-Ride replacement vehicle to improve service reliability, also is on the agenda.

The Transit Steering Committee will meet at 7 p.m. in Dixon Family Services, 155 N. Second St.

Read-Ride is available to carry passengers to tonight's meeting for \$1.25 for adults or 75-cents for senior citizens or persons with disabilities.

To request a ride, call (916) 678-5020 in advance today.

# Get on board

■ RegioSprinter part of Wine Train's big push for service to Vallejo

By Sheryl A. Tankersley  
Times-Herald staff writer

NAPA — The latest technology in lightweight commuter trains will offer residents free rides at the Napa Valley Wine Train today to bolster support for a commuter service between Napa and the Vallejo Ferry Terminal.

The 84-foot long train, called the RegioSprinter, can seat 74 passengers and hold 100 standing riders. It can travel up to 60 mph but is limited to 25 mph until the tracks are upgraded.

Engineering consultants say it is less expensive than BART or other light rail systems and the German manufacturer — Siemens Transportation Systems, Inc. — says the cost of maintenance and fuel is 5 cents a mile. Each car carries a \$1.6 million price tag.

About 72 local elected officials and community leaders from Solano and Napa counties heard a pitch on the benefits of the diesel-fuel train during a luncheon on Wednesday at the Wine Train, which is pushing for service to Vallejo.

After lunch, officials and others boarded the rail car for a slow, slightly bumpy 30-minute ride to Yountville and back.

"I thought the ride was terrific; it is a little smoother than the Wine Train," said Napa Planning Commissioner Jim Kider, who is bound to a wheelchair. "It was a very comfortable ride."

Vallejo Mayor Gloria Exline skipped the ride, but gave (See Wine Train, A12)

Thursday, December 12, 1996 Times-Herald



Times-Herald/David Pacheco

A Siemens RegioSprinter diesel rail car leaves the Napa Valley Wine Train station Wednesday.

it a walk-through.

"It was spacious, I love the windows," Exline said.

According to Korve Engineering Manager Hal Wanselja, it would cost \$37 million to have an efficient commuter train that could transport passengers between Vallejo, Napa, Fairfield and Suisun City. He said it would take eight rail cars from Siemens and 25 miles of existing track upgraded to sustain 60 mph speeds, at a cost of \$1 million each mile.

There would be additional costs to purchase nine miles of Union Pacific track that connects the Napa Valley Railroad to Mare Island Causeway and other costs to buy the track that extends to the other cities. The estimate also does not include the cost of stretching the track three-fourths of a mile from the Causeway to the ferry.

Executive Director Bill Hein of the Metropolitan Transportation Commission said he believes the possibility of funding the project is slim.

"I think it is a fair statement to say that the money for transit expansion is extremely limited," Hein said of the project. "Vallejo has committed all of its transit operating funds to running its ferry system, so there are not operating funds in Vallejo and Napa has its own operating requirements."

When asked if the state might have money available for such a project, Hein said, "There are no operating moneys that are available that are not already being used to support existing transit systems."

Solano County Transportation Authority Executive Director Marty Tuttle was unable to attend the event, but in a phone interview he sounded hopeful.

A consultant is investigating the possibility of having a commuter train run across the yet-to-be-built addition to Carquinez Bridge.

"Only recently have we expanded that and our report is

# DAVE won contract, <sup>104 17 10 Herald</sup> has yet to win hearts

■ Jury still out on new Dial-A-Ride service.

By Mark Stricherz  
HERALD STAFF WRITER

In the five weeks that the city's taxi service Dial-A-Ride has switched hands from Yellow Cab to DAVE transportation services, inc., it appears that neither has emerged as the clearer favorite in hearts of the city's largely elderly and handicapped citizens.

Both have excelled in some areas in ways that have exceeded expectations. But at this early stage it seems that neither has fully won the affec-

tions of the people they serve.

At Fairfield-based DAVE, which won a three-year deal with the city November 1, ridership is down.

According to the city's Finance Director Alan Nadritch, the company averages somewhere between 50 and 60 riders a day — a drop of almost half from when Benicia-based Yellow Cab served about 100.

DAVE outbid Yellow Cab by \$265,000 for three years (or \$500,000 for five years).

Yellow Cab is also having problems. The company's owner, Marcia Kent, said she has had to pare services and make other cutbacks. These include: no more night-dispatcher, no newspaper advertising, she may have to change to a cheaper insurance plan for her drivers and only one driver rather than two works the night-shift.

Still, both have companies have their strengths and are coping in a new climate.

DAVE's service appears to be exemplary. It takes the company an average of ten to fifteen minutes to respond to calls by riders, which far exceeds the terms of the city's contract.

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## DAVE

From Page 1

Kent said she has been able to avoid the more uncomfortable parts of the business. No workers have been laid off and no one's pay has been cut, she said.

There have been unforeseen benefits as well. Her day-service, which runs the same hours Dial-a-ride does, has a steady 60 to 70 riders.

What's more, within the past month she has bought two used Lincoln Towncars and one Continental and has solicited donations from businesses to pay for a 1994 mini-van for the handicapped.

"I'm still very worried and concerned, like any business person," said Kent of what it has been like since she

## Kevin Murray heads Assembly Transportation; Stevens to consult



**Murray**

Kevin Murray, the newly designated chair of the Assembly Transportation Committee, did not serve on that committee during his first two years in the Assembly.

But Democrat Murray established himself as something of a political force after being elected to his Crenshaw-Baldwin Hills-Culver City-area seat in 1994. He was mentioned as a possible

candidate for speaker when Democrats regained control of the Assembly this fall. His appointment as chair of Transportation was rumored for weeks before its formal announcement on Dec. 18.

John Stevens, who was chief consultant on the transportation committee when it was chaired by former Assembly member Richard Katz, will return to be Murray's chief transportation aide.

Murray's staff said he was out of the country the day his appointment was announced.

Stevens said Murray took the assignment because of its importance to the Los Angeles area.

"He has the feeling that his district has been underserved in terms of transportation," Stevens added.

Stevens noted that he and the new chair have not discussed a specific agenda for the coming legislative

session, but that much of that agenda is apparent anyway. It includes two items that were unresolved at the end of last year's legislative session — how to finance the seismic retrofit of bridges in California with the burgeoning costs estimates on the San Francisco Bay Bridge running over \$1 billion, and how to respond to proposals by state Sen. Quentin Kopp and the Wilson administration that much of the spending on transportation projects be shifted to regional transportation agencies.

Stevens suggested that Kopp's opposition to increased tolls on the Bay Bridges to pay for seismic retrofit will continue to run counter to the position of Murray and other Southern California legislators in the Assembly.

"We have to worry about how much Southern California is going to have to pay" for the retrofitting of the Bay Area bridges, Stevens said.

The consultant also suggested that he is concerned that turning over control of transportation funding to the regions may be unwise in a period when the federal government is considering turning over more gas tax revenue to the states.

"Can we expect the regions to be concerned about statewide projects? I'm not so sure," Stevens said, noting that many of those projects are increasingly important to the state's economy because of the growing significance of Pacific Rim trade.

## SHORT TRIPS

**Bay bridge construction holdups over, for now** — The work on the Interstate 880 freeway reconstruction in Oakland that held up weekend travel across the Bay Bridge in recent months should be a thing of the past, **Jim Drago**, spokesperson for Caltrans, says.

**Drago** said that portions of the Bay Bridge roadway at the Oakland toll bridges were closed because the contractor was running up against construction deadlines. "As they lifted those pre-cast concrete sections into place, they had to close portions of the highway," he noted.

But he said those closures should be a thing of the past in connection with the \$933 million job reconstructing 1.8 miles of freeway that collapsed in the 1989 Loma Prieta Earthquake.

The new sections of freeway connecting with the Bay Bridge lanes headed into San Francisco should open in May or June of 1997. The eastbound sections of the new freeway, leading on to Interstate 80 toward Sacramento should open about a year later, in the spring of 1998, **Drago** said.

But there is more work on the horizon for the Bay Bridge that could significantly disrupt traffic.

That is the seismic retrofit job that is estimated to cost \$1 billion to \$1.3 billion for the entire bridge. Caltrans engineers are still studying whether it would be better to build a new section from Oakland to Yerba Buena Island or retrofit the existing bridge. The span from the island into San Francisco is definitely scheduled for retrofitting as is, at a cost of \$300 to \$500 million, **Drago** said.

The results of the study of the alternatives for the Oakland end span will probably be made public sometime next month, he added.

Factors being considered include traffic disruption but cost and "engineering" are the big things — meaning the value of what you end up with, a bridge that was completed in 1937 or an entirely new span.

Meanwhile, Bay Area politicians are beginning to brace their constituents for an increase in bridge tolls to pay for this work. State Senate President Pro Tem **Bill Lockyer**, D-Hayward, told the Alameda Newspaper Group editorial board that he expects tolls on the state's Bay Area bridges may need to be raised by \$1, bringing them to \$2, for a period of five to seven years to pay for the work. When Oakland Tribune writer **Sam Delson** asked state Sen. **Quentin Kopp**, I-San Francisco, who has been a strong opponent of a toll increase, about **Lockyer's** suggestion, **Kopp** termed it a justifiable compromise. "I think there will be a temporary doubling, but I don't know if it will last for three or four or five years," **Kopp** told **Delson**.

**GM may have its eyes on Sacramento for electrics** — A local resident who participated in a focus group that seemed to be run by automotive folks from Detroit says he was told that GM is about to move into the Sacramento market with its new electric passenger car.

Participants in the focus group were told that the Sacramento Municipal Utility District is preparing to help General Motors lease 3,000 of its new electric passenger cars in the Sacramento area. Participants were told SMUD plans to establish 55 recharging stations around the Sacramento area.

SMUD officials would not comment on the report, other than to note that they have been working for years to introduce electric cars, and are involved in a consortium that's trying to develop electric transportation manufacturing capability in the area as well.

## Jarvis group considers challenge of Santa Clara County sales tax

**Joel Fox**, president of the Howard Jarvis Taxpayers Association, says he is just beginning to decide whether to sue to block implementation of Santa Clara County's half cent tax intended for transportation projects.

**Fox** and his organization crafted Prop. 218 on the November ballot, which won voter support for a constitutional amendment that requires a two-thirds vote on "special taxes." General tax increases require just a simple majority vote.

Therein lies the issue.

The sales tax measure in Santa Clara County was approved by just 52 percent of voters. But all that measure did was levy the tax. The use of the money was specified in an accompanying "advisory measure" which passed with 78 percent of the vote.

Business groups concerned with improving Santa Clara County's transportation systems — with the help of county officials — crafted the tax and advisory measures to get around a prior court decision. Called the **Guardino** decision the earlier ruling essentially held taxes to the same standard as Prop. 218.

But some supporters of Prop. 218 maintain the definition of a special tax in that measure is a little broader, and is more likely to rope in the Santa Clara issue. The language in 218 says a special tax is "any tax imposed for specific purposes, including a tax ... which is placed into a general fund."

**Fox** says he hasn't yet decided whether the Santa Clara measures were constructed so that the specification that the revenue be used for transportation was a true "advisory vote." That would require that officials be able to use the money for other purposes in an emergency, he notes.

"I think whatever decision we make is going to be precedent-setting," **Fox** said of his deliberations over filing suit. Local supporters of his anti-tax group will have a say in that decision, he added.

But even that is not clear. An attorney who does political work for the Jarvis Taxpayers organization, **Thomas W. Hiltachk**, said the Santa Clara County measures could be "a one of a kind exception" to Prop. 218's provisions because it was approved by voters at the same election as Prop. 218.

But the strict definition of a special tax might well be tested by the Jarvis organization if other cities or counties try the Santa Clara approach, **Hiltachk** suggested.

But he also suggested it was likely other jurisdictions would try "fancy approaches to general taxes" to get around the two-thirds vote requirement.

**Fox** indicated that the Jarvis organization is working with representatives of state and local government to try to come to agreement on some of the implementation issues in Prop. 218.

One area of concern has been the attempt to define tax increases that back up bond issues and therefore do not need to be resubmitted to voters.

A provision in Prop. 218 requires that any tax increases imposed since 1994 need voter approval.

In deciding whether or not to attack the Santa Clara County measure, **Fox** said he is expecting to be forced to make a decision within the next two to three months. Santa Clara officials are already moving ahead to sell bonds that are backed by the tax measure, which starts the clock running on when a suit to challenge the tax must be filed, the Jarvis official noted.

**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of the Meeting of**  
**December 11, 1996**

**1.0 Call to Order - Confirm Quorum**

Chairman Steve Lessler called the meeting to order at 6:00 pm. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Steve Lessler	City of Fairfield
	Stephen Gizzi	City of Benicia
	Don Erickson	City of Dixon
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Bill Patchell	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Helen Madere	City of Rio Vista
	Barbara Kondylis	County of Solano

**ALSO**

<b>PRESENT:</b>	Alan Nadritch	City of Benicia
	Gene Berthelson	Caltrans District 10
	Jamie Elliott	City of Dixon
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Bill Gray	William R. Gray and Company
	Michelle Morris-Brubaker	MTC
	John Gray	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Matt Todd	STA
	Stacy Medley	STA
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo

**2.0 Approval of Agenda**

Prior to the approval of the agenda, Chair Lessler introduced Councilmember, Rischa Slade, as the new board representative from the City of Vacaville. Martin Tuttle noted that additional information on program fund balances would be presented under item 7.1. The agenda was approved by a unanimous vote on a motion by Bill Patchell, with a second by Mayor Don Erickson.

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

Executive Director Martin Tuttle provided a brief summary of the agenda, and late breaking issues that had not been included in the agenda package.

- State funded improvements to the Capitol Corridor trackage were proceeding ahead of schedule, due to efforts by the new owner of the line, Union Pacific Railroad. These improvements will allow both faster and more frequent service.
- Negotiation for the transfer of authority of the Capitol Corridor line from the state to the new Capitol Corridor JPB began at a meeting that morning. The kick off meeting went well, and Tuttle anticipated transfer by July 1.
- A lower than anticipated cost estimate of \$5.8 million to provide rail transit capacity on the Benicia-Martinez Bridge had expedited consensus by MTC, CCTA and STA to provide that future capacity. MTC will formalize that position at their December 18 meeting. The next meeting of the joint CCTA/STA subcommittee will be on December 19.
- The issue of rail on the proposed Carquinez replacement Bridge must be addressed by March or April to prevent delay of the project.
- The Highway 12 project was completed, and that completion had been recognized at a grand opening ceremony where the project was cited by new Caltrans District 4 Director Harry Yahata as a model of cooperation.
- Due to the holidays, there will be no TAC meeting for the month of December.
- Congressman Riggs had been appointed to the House Transportation and Infrastructure Committee. The STA will be working with the Congressman to advance local and regional agendas at the national level.

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

Matt Todd noted that a new brochure for Solano Paratransit was in the board folders, and that a version of the brochure was available in Spanish.

### **5.0 Opportunity for Public Comment**

There were none.

### **6.0 Consent Agenda**

Approved on a motion by Mayor Spring, seconded by Steve Gizzi. Steve Gizzi abstained from item 6.1, the minutes of the November STA meeting, as he had not been present. The consent agenda included the following items:

- 6.1 Minutes of Meeting of November 13, 1996.**
- 6.2 Draft Minutes of November 26, 1996 TAC Meeting.**
- 6.3 Section 8 funding agreement for Intercity Transit Coordination Study.**
- 6.4 Request from the City of Rio Vista to participate in the Abandoned Vehicle Abatement Program (AVAA).**

**\*END OF CONSENT AGENDA\***

**7.1 Revised STA budget format and appropriation adjustments.**

Martin Tuttle provided a brief summary of the recommended operational transfer of \$18,000 from the reserve to cover communications costs to support increased outreach efforts by the STA. Chair Lessler noted that he had reviewed the revised communication budget, and it seems reasonable.

On advice from City of Vacaville staff, Tuttle also requested the STA to approve adjustments to overall fund balances to reflect adjusted operations and program balances resulting from the 1995-96 audit.

The item was unanimously approved on a motion by Mayor Spering, with a second by Bill Patchell.

**8.1 Update on the development of the Long Range Rail Alignment Report (LRRAR).**

Martin Tuttle noted that the planned presentation of phase 1 of the report would not be presented tonight. The recent consensus by MTC, CCTA, and the STA on the provision of rail transit capacity on the Benicia-Martinez Bridge had eliminated the need to rush the first phase of the study to completion, allowing a more systematic approach to the overall study that will address the needs of both the Benicia-Martinez and Carquinez Bridges concurrently. The results of the entire study will be presented to the STA at the February meeting, as planned.

Mayor Spering stressed the need to resolve the issue of rail transit capacity on the proposed Carquinez replacement Bridge by March or April to avoid delay to the project. Mayor Spering warned that the current pressures on Regional Measure 1 funds for seismic retrofit could endanger funding for the bridge if the project is delayed.

**8.2 Track 2 of the 1998 Regional Transportation Plan update.**

Michelle Morris-Brubaker of MTC explained that Track 2 will be a plan for new revenues for the next 20 years. The plan will be built on potential new revenue sources, such as, a regional gas tax, or Solano County local option sales tax. One use of the document would be to advocate for additional funding sources.

She noted that the STA Board had directed staff to develop a list of potential projects that could be funded by a local option sales tax. She stated that she would work with STA staff, and the TAC, to ensure that our efforts are consistent with, and supportive of, the Track 2 plan.

### **8.3 Update on the Highway 37 project.**

Bill Gray, of William R. Gray and Company, provided historic background on the project. The original project first appeared in the STIP in 1983, and included Highway 37 from I-80 to the Napa River. Part of the project, the Marine World interchange, has already been constructed. The City of Vallejo has approved a specific plan that defines the project.

Gene Berthelson, Chief of Environmental Planning for Caltrans District 10 in Stockton, noted that the wetland and environmental issues associated with the project are very complex. He presented two graphics showing design features of the proposed interchanges on either end of the project. He noted that the project required fill of wetlands, and state law prohibited such fill. AB 719 by Assemblyman Hannigan had allowed an exception for this project.

Berthelson informed the board that the environmental document should be approved within a year, with construction estimated to begin in 2001. He said that current cost estimates are consistent with funding currently programmed in the STIP.

### **8.4 Board Members Comments.**

New board member Rischa Slade requested a list of acronyms to assist her understanding of the transportation planning process.

### **8.5 Adjourn**

The meeting was adjourned by Chair Lessler at 7:30 pm.

**6.2 TFCA (AB 434) recipient agreements for 1996-97. (Dan Christians)**

The Bay Area Air Quality Management District (BAAQMD) provides approximately \$300,000 of clean air funds each year to the STA, which is the program manager for the distribution of these funds to eligible recipients.

On April 10, 1996 the STA approved the following TFCA funding amounts for 1996-97 projects as follows:

<u>Jurisdiction</u>	<u>Project Description</u>	<u>1996-97 TFCA Funding</u>	<u>Remaining 1995-96 Funds</u>
Benicia	Feeder Bus to Pleasant Hill BART	\$150,000	
SCI (Co.)	TDM Employer Assistance	\$ 75,000	
Suisun City	Feeder Bus to Amtrak Station	\$ 75,000	100,000
Vallejo	Feeder Bus to Ferry Terminal	<u>\$ 31,495</u>	
TOTAL		\$331,495	

The BAAQMD funding requirements with recipients have changed somewhat including the new requirement that all funds can now only be made available on a reimbursement basis (not on an up-front basis as had been allowed in the past). Staff has now prepared agreements for each of the recipients (see attached cover sheets and attachments for each one). The agreement with Fairfield (for Suisun City Amtrak station feeder bus) also includes funding for both their 1995-96 and 1996-97 feeder bus projects. The full agreement language has been submitted to the STA legal counsel for review.

Therefore, it is recommended that the STA approve agreements with the city of Benicia, Solano County, the city of Fairfield (for Suisun City feeder bus) and the city of Vallejo for the projects listed above.

[Attached are pertinent portions of each of the agreements]

**1996-97 TFCA FUNDING AGREEMENT**

**BETWEEN THE SOLANO TRANSPORTATION AUTHORITY AND  
THE CITY OF BENICIA**

96-SOL-01

This Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_, 1997, between the Solano Transportation Authority, hereinafter referred to as "STA", and the City of Benicia, hereinafter referred to as "City".

**SECTION I.**

**RECITALS:**

1) The Bay Area Air Quality Management District (hereinafter referred to as "Air District") is authorized under Health and Safety Code Section 44223 to levy a fee on motor vehicles. Funds generated by the fee are to be used to implement projects to reduce air pollution from motor vehicles. These funds are referred to as the Transportation for Clean Air (TFCA) which was formerly called the AB 434 program.

2) Health and Safety Code Section 44241 limits expenditure of collected revenues to specified transportation control measures included in the plan adopted pursuant to Health and Safety Code Sections 40233 and 40717 and limits the allocation of the funds to public agencies within STA's jurisdiction.

3) Health and Safety Code Section 44241 (c) stipulates that forty (40) percent of funds generated within a county in the Bay Area where the surcharge is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds.

4) The STA is the duly authorized recipient of no less than forty (40) percent of the funds collected in Solano County under Health and Safety Code Section 44241 (c), and has been so designated as "Program Manager" by resolutions adopted by the Solano County Board of Supervisors and by the City Councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolutions specify the terms and conditions for the expenditure of funds by the Program Manager.

5) STA and City, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement specified projects to improve air quality in the San Francisco Bay Area Air Basin. This Agreement covers those projects specified in Attachment A.

## **ATTACHMENT A**

### **Project Description for FY 1996-97**

#### **City of Benicia - Feeder Bus to Pleasant Hill BART Station**

This project provides a critical feeder bus service between the Vallejo Ferry Terminal, downtown Benicia and the Pleasant Hill BART station. The service is expressly designed to reduce vehicular congestion on the Benicia/Martinez Bridge. Current annual boardings are approximately 144,400.

## **ATTACHMENT B**

### **Disbursement Schedule for FY 1996-97**

Payments will be made on a reimbursement basis for the project. Invoices shall be submitted on either a quarterly time period (ending September 30, December 31, March 31, and June 30) or on annual basis no later than 90 days after the end of the selected time period.

The maximum amount of funds to be paid to the City of Benicia under this Agreement will be one hundred and fifty thousand dollars (\$150,000).

## **ATTACHMENT C**

### **Monitoring of FY 96-97 Project Performance**

#### **City of Benicia - Feeder Bus to Pleasant Hill BART Station**

- a) Description of the shuttle/feeder bus service provided:, routes, stops and schedule.
- b) One year operational data: average daily ridership, total annual boardings, miles of services;
- c) Annual number of vehicle trips reduced.
- d) Average length of reduced trips.
- e) Explanation of how number of vehicle trips and trip lengths were determined.

**1996-97 TFCA FUNDING AGREEMENT**

**BETWEEN THE SOLANO TRANSPORTATION AUTHORITY AND  
THE COUNTY OF SOLANO**

96-SOL-02

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 1997, between the Solano Transportation Authority, hereinafter referred to as "STA", and the County of Solano, hereinafter referred to as "County".

**SECTION I**

**RECITALS:**

1) The Bay Area Air Quality Management District (hereinafter referred to as "Air District") is authorized under Health and Safety Code Section 44223 to levy a fee on motor vehicles. Funds generated by the fee are to be used to implement projects to reduce air pollution from motor vehicles. These funds are referred to as the Transportation for Clean Air (TFCA) which was formerly called the AB 434 program.

2) Health and Safety Code Section 44241 limits expenditure of collected revenues to specified transportation control measures included in the plan adopted pursuant to Health and Safety Code Sections 40233 and 40717 and limits the allocation of the funds to public agencies within STA's jurisdiction.

3) Health and Safety Code Section 44241 (c) stipulates that forty (40) percent of funds generated within a county in the Bay Area where the surcharge is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds.

4) The STA is the duly authorized recipient of no less than forty (40) percent of the funds collected in Solano County under Health and Safety Code Section 44241 (c), and has been so designated as "Program Manager" by resolutions adopted by the Solano County Board of Supervisors and by the City Councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolutions specify the terms and conditions for the expenditure of funds by the Program Manager.

5) STA and County, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement specified projects to improve air quality in the San Francisco Bay Area Air Basin. This Agreement covers those projects specified in Attachment A.

**ATTACHMENT A**

**Project Description for FY 1996-97**

**Solano Commuter Information (Solano County) - Transportation Demand Management**

This is a trip reduction program that provides outreach to Solano County employers. This includes voluntary employer-wide carpool/vanpool ridematching, transit and telecommuting information, and comprehensive assistance in the establishment and on-going implementation of individual ridesharing programs. An additional element is vanpool formation and support.

**ATTACHMENT B**

**Disbursement Schedule for FY 1996-97**

Payments will be made on a reimbursement basis for the project. Invoices shall be submitted on either a quarterly time period (ending September 30, December 31, March 31, and June 30) or on annual basis.

The maximum amount of funds to be paid to the County of Solano under this Agreement will be seventy-five thousand dollars (\$75,000).

**ATTACHMENT C**

**Monitoring of FY 96-97 Project Performance**

**Solano Commuter Information (Solano County) - Transportation Demand Management**

- a) Annual number of vehicle trips reduced.
- d) Average length of reduced trip.
- e) Explanation of how number of vehicle trips and trip lengths were determined.

**1995-96 AND 1996-97 TFCA FUNDING AGREEMENT**

**BETWEEN THE SOLANO TRANSPORTATION AUTHORITY AND**

**THE CITY OF FAIRFIELD**

96-SOL-03

This Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_, 1997, between the Solano Transportation Authority, hereinafter referred to as "STA", and the City of Fairfield, hereinafter referred to as "City".

**SECTION I.**

**RECITALS:**

1) The Bay Area Air Quality Management District (hereinafter referred to as "Air District") is authorized under Health and Safety Code Section 44223 to levy a fee on motor vehicles. Funds generated by the fee are to be used to implement projects to reduce air pollution from motor vehicles. These funds are referred to as the Transportation for Clean Air (TFCA) which was formerly called the AB 434 program.

2) Health and Safety Code Section 44241 limits expenditure of collected revenues to specified transportation control measures included in the plan adopted pursuant to Health and Safety Code Sections 40233 and 40717 and limits the allocation of the funds to public agencies within STA's jurisdiction.

3) Health and Safety Code Section 44241 (c) stipulates that forty (40) percent of funds generated within a county in the Bay Area where the surcharge is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds.

4) The STA is the duly authorized recipient of no less than forty (40) percent of the funds collected in Solano County under Health and Safety Code Section 44241 (c), and has been so designated as "Program Manager" by resolutions adopted by the Solano County Board of Supervisors and by the City Councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolutions specify the terms and conditions for the expenditure of funds by the Program Manager.

5) STA and City, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement specified projects to improve air quality in the San Francisco Bay Area Air Basin. This Agreement covers those projects specified in Attachment A.

## **ATTACHMENT A**

### **Project Description for FY 1995-96**

#### **Fairfield-Suisun Transit (for Suisun City) -Transit Service to Suisun Amtrak Station**

Provide funding assistance for daily fixed route feeder service to the Suisun Amtrak Station. Service will operate from approximately 7:00 am to 6:00 pm on Monday through Friday and 8:30 am to 5:30 pm on Saturday.

### **Project Descriptions for FY 1996-97**

#### **Fairfield-Suisun Transit (for Suisun City) - Feeder Bus to Suisun City Amtrak Station**

This project will operate the local Route 5 transit route of Fairfield-Suisun Transit from the Fairfield/Suisun area to the Suisun City Amtrak station. The Suisun City station is a regional transportation hub for the Capitol Corridor. The route operates from approximately 7:00 am to 6:00 pm on Monday through Friday and 8:30 am to 5:30 pm on Saturday.

## **ATTACHMENT B**

### **Disbursement Schedule for FY 1995-96**

Payments will be made on a reimbursement basis for each project. Invoice shall be submitted within 30 days after the approval of this Agreement.

The maximum amount of funds to be paid to the City of Fairfield under this Agreement will be one hundred thousand dollars (\$100,000).

### **Disbursement Schedule for FY 1996-97**

Payments will be made on a reimbursement basis for the project. Invoices shall be submitted on either a quarterly time period (ending September 30, December 31, March 31, and June 30) or on annual basis no later than 90 days after the end of the selected time period.

The maximum amount of funds to be paid to the City of Fairfield under this Agreement will be seventy-five thousand dollars (\$75,000).

## ATTACHMENT C

### **Monitoring of FY 95-96 Project Performance**

#### **Transit Service to Suisun Amtrak Station**

- a) A description of the fixed route service, including route, stop and schedule information in relation to Amtrak service. Describe any service changes to the service that differs from FY 94/95.
- b) Copies of press articles, press releases, newsletter articles, and other publicity materials regarding the project.
- c) The following data for the 95/96 service:
  - i. Average Daily Ridership ;
  - ii. Total annual boardings;
  - iii. Revenue miles of services;
- d) A survey of riders indicating:
  - i. Mode of travel prior to use of service;
  - ii. Frequency of use;
  - iii. One-way or round-trip usage;
  - iv. Length of trip by current and former mode (by mode/segment).
- e) A discussion of any pertinent issues or problems that arose during the year of operation and plans to alter and/or continue the service, including funding sources.

### **Monitoring of FY 96-97 Project Performance**

#### **Transit Service to Fairfield/Suisun Amtrak Station**

- a) Description of the shuttle/feeder bus service provided:, routes, stops and schedule.
- b) One year operational data: average ridership, total annual boardings, miles of services;
- c) Annual number of vehicle trips reduced.
- d) Average length of reduced trips.
- e) Explanation of how number of vehicle trips and trip lengths were determined.

**1996-97 TFCA FUNDING AGREEMENT**

**BETWEEN THE SOLANO TRANSPORTATION AUTHORITY AND**

**THE CITY OF VALLEJO**

96-SOL-04

This Agreement is made and entered into this \_\_\_\_ day of \_\_\_\_, 1997, between the Solano Transportation Authority, hereinafter referred to as "STA", and the City of Vallejo, hereinafter referred to as "City".

**SECTION I.**

**RECITALS:**

1) The Bay Area Air Quality Management District (hereinafter referred to as "Air District") is authorized under Health and Safety Code Section 44223 to levy a fee on motor vehicles. Funds generated by the fee are to be used to implement projects to reduce air pollution from motor vehicles. These funds are referred to as the Transportation for Clean Air (TFCA) which was formerly called the AB 434 program.

2) Health and Safety Code Section 44241 limits expenditure of collected revenues to specified transportation control measures included in the plan adopted pursuant to Health and Safety Code Sections 40233 and 40717 and limits the allocation of the funds to public agencies within STA's jurisdiction.

3) Health and Safety Code Section 44241 (c) stipulates that forty (40) percent of funds generated within a county in the Bay Area where the surcharge is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds.

4) The STA is the duly authorized recipient of no less than forty (40) percent of the funds collected in Solano County under Health and Safety Code Section 44241 (c), and has been so designated as "Program Manager" by resolutions adopted by the Solano County Board of Supervisors and by the City Councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolutions specify the terms and conditions for the expenditure of funds by the Program Manager.

5) STA and City, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement specified projects to improve air quality in the San Francisco Bay Area Air Basin. This Agreement covers those projects specified in Attachment A.

## **ATTACHMENT A**

### **Project Description for FY 1996-97**

#### **City of Vallejo - Feeder Bus to Ferry Terminal**

This project will be a feeder bus service between the Vacaville, Fairfield, Cordelia and the Vallejo Ferry Terminal. Bus services will be coordinated with ferry arrivals and departures. Approximately 10 to 12 roundtrips will be operated on weekdays, including meeting each morning and evening commute ferry trip. Reduced schedules would be run on Saturdays, Sundays and holidays. It is estimated that the service will carry approximately 25,000 passengers during the first six months and divert an estimated 14,000 auto trips during this timeframe. This is a six month pilot project.

## **ATTACHMENT B**

### **Disbursement Schedule for FY 1996-97**

Payments will be made on a reimbursement basis for the project. Invoices shall be submitted on either a quarterly time period (ending March 31, and June 30) or on six month basis no later than 90 days after the end of the time period.

The maximum amount of funds to be paid to the City of Vallejo under this Agreement will be thirty-one thousand four hundred and ninety-five dollars (\$31,495).

## **ATTACHMENT C**

### **Monitoring of FY 96-97 Project Performance**

#### **City of Vallejo - Feeder Bus to Ferry Terminal**

- a) Description of the shuttle/feeder bus service provided:, routes, stops and schedule.
- b) Six months of operational data: average daily ridership, total boardings, miles of services;
- c) Annual number of vehicle trips reduced.
- d) Average length of reduced trips.
- e) Explanation of how number of vehicle trips and trip lengths were determined.

**6.3 TFCA funding agreement with BAAQMD for Solano Bikeway  
(Dan Christians)**

On June 10, 1996 the STA approved a resolution authorizing a Transportation for Clean Air Regional Fund application (formerly known as AB 434- 60% program) to the Bay Area Air Quality Management District (BAAQMD) for the I-80 Solano Bikeway project located between Columbus Parkway and American Canyon Road in Vallejo and McGary Road in Fairfield.

On December 10 the Air District informed us that they had awarded the STA \$392,000 of TFCA funding for this project. Attached is the notice of award, the cover sheet and attachments to the agreement.

It is recommended that the STA approve the Funding Agreement with BAAQMD and authorize the Executive Director to sign it.



# BAY AREA AIR QUALITY MANAGEMENT DISTRICT

December 10, 1996

RECEIVED  
DEC 11 1996  
BY: \_\_\_\_\_

Dan Christians  
Solano Transportation Authority  
333 Sunset Ave #200  
Suisun City, CA 94585

**ALAMEDA COUNTY**  
Edward R. Campbell  
(Chairperson)  
Greg Harper  
(Secretary)  
Mary King  
Ben C. Tarver

**CONTRA COSTA COUNTY**  
Gayle Bishop  
Paul L. Cooper  
Mark DeSaulnier

**MARIN COUNTY**  
Harold C. Brown, Jr.

**NAPA COUNTY**  
Paul Battisti

**SAN FRANCISCO COUNTY**  
Mabel Teng  
Susan Leal

**SAN MATEO COUNTY**  
Jerry Hill  
Michael Nevin

**SANTA CLARA COUNTY**  
Randy Attaway  
James T. Beall, Jr.  
Trixie Johnson  
Gillian Moran

**SOLANO COUNTY**  
William Carroll

**SONOMA COUNTY**  
Jim Harberson  
(Vice-Chairperson)  
Patricia Hilligoss

Ellen Garvey  
Air Pollution Control Officer

Dear Dan Christians:

Congratulations! The Bay Area Air Quality Management District Board of Directors has approved your grant application for funding from the Transportation Fund for Clean Air for the project listed below. We commend your efforts to help reduce air pollution and look forward to working with you and your agency to implement the project as quickly as possible.

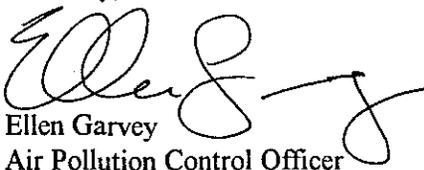
<u>Project #</u>	<u>Project Title</u>	<u>Amount</u>
96R54	Bicycle Path-Solano Bikeway	\$392,000

Enclosed is the proposed Funding Agreement for your review. The Agreement sets forth the terms, conditions, and record keeping requirements of the grant. Because there is a two-year limit to expend the grant funds, you are encouraged to process the Funding Agreement as quickly as possible. Any grant without a signed Funding Agreement by May 30, 1997, will automatically be subject to reconsideration and potential cancellation.

In addition to the proposed Funding Agreement, we have enclosed two items relevant to your grant. The first item is a sample form that can be used to submit quarterly progress reports. You may use this form or an alternative format. The second item is a sample of the Air District's approved logo for the Transportation Fund for Clean Air. This logo is to be used in conjunction with your project. The Air District can provide this logo as camera ready artwork or color reproductions ready for mounting. Please contact the staff person cited below for more information and assistance with the logo.

Please refer to the above project number in all correspondence with the Air District. If you have any questions about the grant review process or suggested changes to the Funding Agreement, please contact David Burch at (415) 749-4641. If you wish to accept this grant, please sign the enclosed two originals of the Funding Agreement and return both to: Edward Miller, BAAQMD, 939 Ellis Street, San Francisco, CA 94109.

Sincerely,

  
Ellen Garvey  
Air Pollution Control Officer

Enclosure  
cc: Supervisor William Carroll

FUNDING AGREEMENT  
BETWEEN  
THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
AND  
PROJECT SPONSOR

PROJECT NUMBER

**96R54**

This Agreement is made and entered into between the Project Sponsor and the Bay Area Air Quality Management District, hereinafter referred to as the "Air District." The Project Sponsor, hereinafter referred to as "Project Sponsor," is named on Attachment A. Attachments A, B, and C are incorporated into this Agreement by this reference.

SECTION I

RECITALS:

- 1) Air District is authorized under Health and Safety Code Section 44223 to levy a fee on motor vehicles registered within its jurisdiction. Funds generated by the fee are to be used to implement projects and programs to reduce air pollution from motor vehicles.
- 2) Air District administers these funds as the Transportation Fund for Clean Air (TFCA).
- 3) Health and Safety Code Section 44241 limits expenditure to specified eligible transportation control measures included in the clean air plan adopted pursuant to Health and Safety Code Sections 40233, 40717, and 40919 and limits the allocation of the funds to public agencies within the Air District's jurisdiction.
- 4) Air District and Project Sponsor, pursuant to Health and Safety Code Section 44241, hereby enter into this Funding Agreement to implement a transportation measure (Project) to improve air quality in the San Francisco Bay Area Air Basin.
- 5) The Project, as used in this Agreement, is described on Attachment B.

SECTION II

PROJECT SPONSOR AGREES:

- 1) To implement the Project in accordance with the description and implementation schedule contained on Attachment B.
- 2) To submit detailed invoices to the Air District for reimbursement of costs and expenses incurred to complete the Project consistent with the schedule contained on Attachment A. Invoices shall specify the time period for the invoice, itemize staff charges to the Project, if any, indicating the number of hours worked on the Project; and itemize any payments to vendors, consultants, or contractors with an explanation of the goods or services provided for the Project.

**PAGE 47**

**ATTACHMENT A  
PROJECT SPECIFIC INFORMATION**

[The section numbers shown in parenthesis below refer to Sections in the Funding Agreement.]

1. Project Sponsor: Solano Transportation Authority (STA)
2. Project Number: 96R54
3. Total Project Cost (Section IV.14): \$929,000
4. Total TFCA Regional Funds Awarded (Section III.2): \$392,000
5. Matching Funds (Section II.13): \$537,000 (\$400,000 ISTEA Enhancement funds; \$137,000 Solano County TDA funds)
6. Invoice and Payment Schedule (Section II.2):

The Solano Transportation Authority will submit invoices for reimbursement as Project cost are incurred, but not more than once per calendar quarter. Invoices shall specify the time period for the invoice, itemize staff charges to the Project, if any, indicating the number of hours worked on the project; and itemize any payments to vendors, consultants, or contractors with an explanation of the goods or services provided for the Project.

Final Invoice: The final invoice is to be submitted with the final report as listed on Attachment C.

7. Notices (Section IV.4): Any written notice required is to be addressed to:

Project Sponsor:

Martin Tuttle  
Executive Director  
Solano Transportation Authority  
333 Sunset Ave. Suite 200  
Suisun city, CA 94585

Air District:

Ellen Garvey  
Air Pollution Control Officer  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109

8. Contacts (Section IV.5): Contact persons for day-to-day activities of the Project are:

Project Sponsor:

Dan Christians  
Senior Planner  
(same address as above)  
(707) 438-0654

Air District:

David Burch  
Sr. Environmental Planner  
(same address as above)  
(415) 749-4641

9. Air District Approval Date (Section IV.13): November 6, 1996

10. Special Conditions (Section II.16): STA shall post signs acknowledging the Air District and the TFCA as a funding source at the northern end and the southern end of the Project. STA shall maintain the Solano Bikeway in operable condition for a period of at least 20 years from the date of Project completion.

**ATTACHMENT B  
PROJECT DESCRIPTION**

The Solano Transportation Authority's TFCFA funding application dated June 27 1996, as supplemented on August 1, 1996, is incorporated herein by this reference.

**Project Title:** Solano Bikeway

**Project Description:** The Solano Bikeway Project in the I-80 corridor will extend from Columbus Parkway in Vallejo to Red Top Road in Fairfield, closing a key gap in the Solano County bicycle network set forth in the 1995 Countywide Bicycle Master Plan. The Project is a combination of a Class I bike path from Columbus Pkwy. to American Canyon and 5 miles of Class III bike route along the McGary Road frontage road to the intersection of Highway 12 and Red Top Road in Fairfield. The total Project length is 7.1 miles. The Solano Bikeway will connect on the southern end with bike lanes that lead to Benicia and central Vallejo, and on the northern end with a Class I bike path that leads to Solano Community College and Linear Park in Fairfield.

**Project Schedule:**

Project Start Date:	December 1, 1996
Project Completion Date:	October 1, 1998

**Project Milestones:**

Construction begins	May 1997
Construction completed	January 1, 1998
Final Report	October 1, 1998

**Project Goal:** The goal is to reduce motor vehicle travel and vehicle emissions by closing a key gap in the Solano County bike network, and facilitating bicycle travel between Vallejo and Fairfield and points beyond. The bikeway will enhance bicycle access to major trip generators such as Green Valley Business Park, Solano Community College, and the Northgate Shopping Center.

**ATTACHMENT C  
MONITORING OF PROJECT PERFORMANCE**

**Quarterly Reports:**

**Due Dates: July 15, 1997; October 15, 1997; January 15, 1998, April 15, 1998**

Quarterly reports shall summarize progress in Project implementation, and note any delays in progress toward Project completion.

**Project Monitoring Requirements and Final Report:**

**Due Date: October 1, 1998**

The Final Report shall provide the following:

1. A pre-Project count of bicycle riders in the I-80 corridor from 7:00 a.m. through 7:00 p.m on a weekday in June 1997, showing the number of riders each hour.
2. A post-Project count of bicycle riders at the same location as the pre-Project count in the Project corridor from 7:00 a.m. through 7:00 p.m on a weekday in June 1998, showing the number of riders each hour.
3. A survey of weekday bicycle riders on the Project segment to be conducted in June 1998. The survey questionnaire shall be submitted to the Air District for approval prior to performing the survey. The survey shall ascertain:
  - a. Age of user (i.e. youth 16 years or less, or adult)
  - b. Trip purpose (school, commute, recreational, shopping, other)
  - c. Origin and destination
  - d. One-way trip length
  - e. Means of transportation used for similar trip prior to construction of Project
  - f. Average number of non-recreational bicycle trips per rider per week
4. Photos of the completed Project, including the intersection of Highway 12 and Red Top Road, the intersection with American Canyon Road, and the intersection with Columbus Parkway.
5. Photos of the signs acknowledging the Air District and the TFCA as a Project funding source.
6. Copies of any promotional materials, press releases, newsletter articles, or other media coverage regarding the Project.

**6.4 Paratransit Coordinating Council (PCC) Appointments. (Matt Todd)**

At the December meeting, the PCC recommended to the Board the appointment of two new members. Barbara Thomas works for the county in the Health and Social Services section and could fill a vacant social service provider position. Daniel Lloyd is a disabled citizen who relies on public transit and could fill the vacant low income transit user position. Both should be strong additions to the PCC.

Staff recommends approval of the two new members to the PCC.

**PCC MEMBERSHIP LIST**  
(Revised October 1996)

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
----------------	--------	-----------	-----------

*Voting Members:*

**Transit Users**

1.	Elderly	Jim Simon	Ed Watson	12/97
2.	Low Income	Vacant		
3.	Handicapped	Fred Ramsey	Vacant	12/97

**Members-at-Large**

4.	Member-at-Large	Kim Maassen North Bay Reg. Ctr.	Vacant	12/97
5.	Member-at-Large	Vacant		

**Public Agencies**

6.	Education- Related	Ted Harding Solano Community College	Ron Nelson	12/96
7.	Solano County	Joyce Lockwood Dept. Of Health & Social Services	Charles Emlet	12/97

**Social Service Providers**

8.	Independent Living Resource	Amy Taylor	Kathy Mitsopolus	12/98
9.	Benicia Yellow Cab	Marcia Kent	Vacant	12/97
10.	MV Transportation Co,	Larry Schwahn	Vacant	12/98
11.		Vacant		
12.	MTC Elderly & Disabled Representative	Vacant	Vacant	N/A

*Non-Voting Members:*

1.	Benicia Transit	Alan Nadritch	Evelyne Hayden	N/A
2.	Caltrans District 4	Burdette Conner		N/A
3.	Dixon Redi-Ride	Randy Davis	Jamie Elliott	N/A
4.	Fairfield/Suisun	Kevin Daughton	Mike Dulude	N/A
5.	MTC	Deidre Heitman		N/A
6.	Rio Vista Transit	Michael Lee		N/A
7.	Solano County	John Gray		N/A
8.	Vacaville	Trent Fry		N/A
9.	Vallejo Transit	Pam Belchamber	Doug Vanderkar	N/A

Daniel E. Lloyd  
Free Lance News Projects  
2760 Marigold Court  
Fairfield, California 94533

[707] 422-2086

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December 19, 1996

PCC  
333 Sunset Avenue  
Suite 200  
Suisun, California 94585

Regarding : Paratransit Coordinating Council

Subject : Request consideration for membership

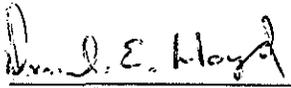
Dear PCC Personnel Director ;

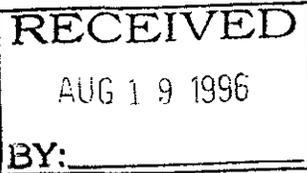
I would appreciate your consideration for membership to the Paratransit Coordinating Council. I have been disabled since 1991 and use both the Fairfield transit system or DART on a daily basis. My background was that of a chief financial officer and corporate controller before my accident.

My only income is derived from Social Security Disability of which I receive \$825.00 per month. I can provide excellent references if this is a requirement.

Thank you for your time and consideration.

Very truly,

  
\_\_\_\_\_  
Daniel E. Lloyd



## MEMORANDUM

August 16, 1996

To: Matt Todd, Transportation Planner

From: Barbara Thomas, Eligibility Program Supervisor  
MediCal Division  
1745 Enterprise II  
Fairfield, CA 94533

Subject: Interest in Solano Paratransit Coordinating Council

---

Mr. Todd:

I was recently invited to attend the next two meetings of the PCC by Leila Marsh. I want to express an interest for possible consideration of membership on the Council as a representative of a social service provider and as a member-at-large.

Thank you for your consideration regarding my interest as a candidate.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Thomas".

Barbara Thomas, EPS

**7.1 A resolution requesting approval of PVEA request for Dixon to Davis bicycle route funding. (Dan Christians)**

As part of the Bike Implementation Plan, one of the STA priority projects for 1996-97, Michael Jones (our consultant for this project) has prepared a project study report entitled the "Dixon-Davis Rail Trail".

The attached Executive Summary describes the proposed alignment and key elements of this approximately 7 mile trail. The preliminary cost estimate is expected to be about \$1.8 million including acquisition.

The STA is proposing to request Assemblymember Helen Thomson to sponsor legislation to appropriate \$1,000,000 of funds from the Petroleum Violations Escrow Account (PVEA) to initiate construction of this project. Additional sources of funding will also be explored next year including clean air funds from the Yolo-Solano Air Quality Management District.

Attached is a resolution requesting PVEA funds.

## **DIXON- DAVIS RAIL TRAIL**

### **Executive Summary**

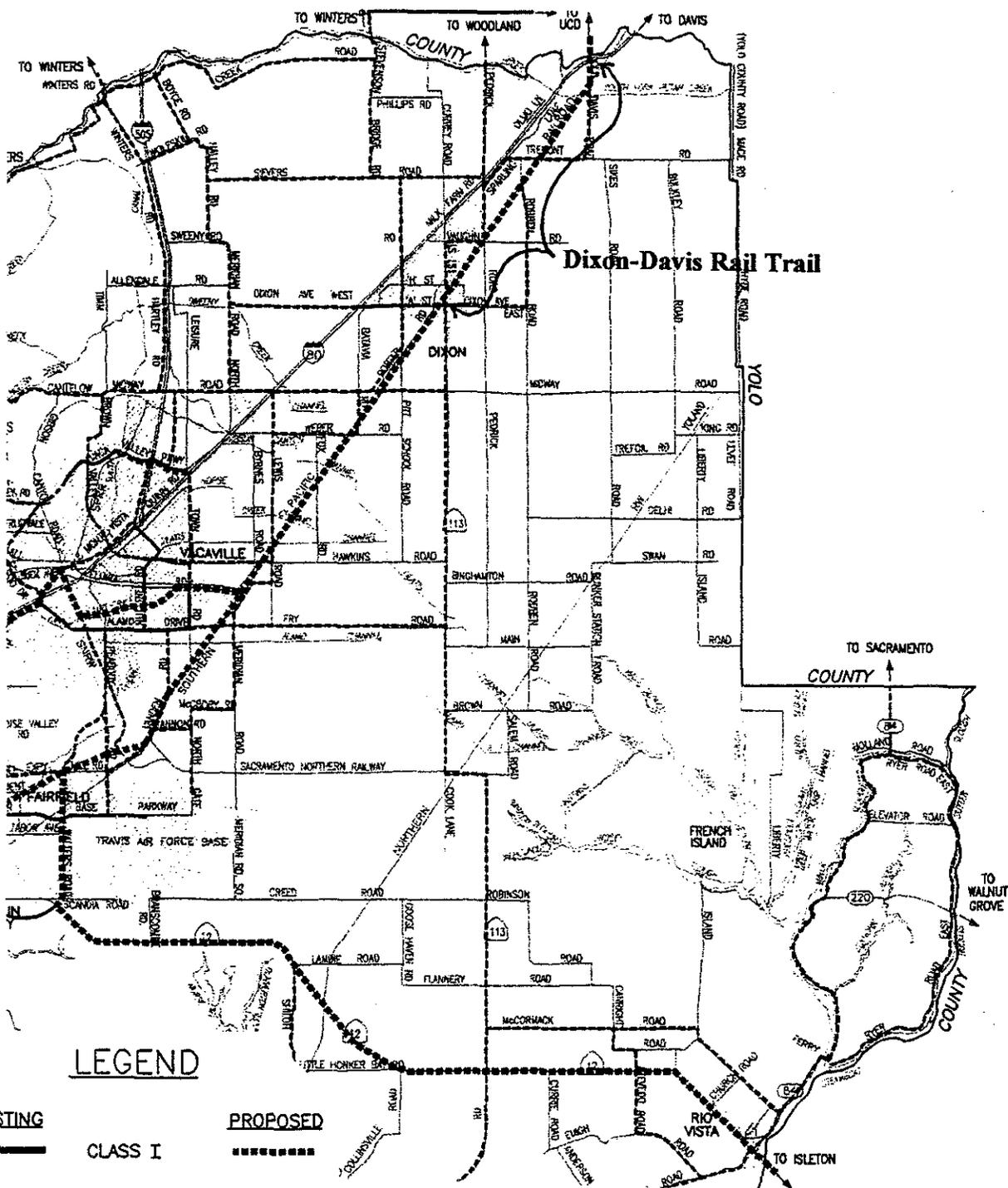
The Dixon-Davis Rail Trail is a proposed 7-mile commuter and recreational bikeway connecting the two namesake cities. The trail is also an integral part of the Solano County Primary Bikeway System as identified in the 1995 **Solano Countywide Bicycle Plan**, and an important piece of a system eventually connecting the Sacramento and San Francisco regions. Several pieces of this system are already in place, such as the Davis-Sacramento bikeway and the Fairfield Linear Park. Eventually, the Dixon-Davis Rail Trail will be extended to Vacaville, Fairfield, Vallejo, and points west.

The Rail Trail will be an 8-foot wide asphalt pathway for much of its length, parallel to (and within an easement on) the Union Pacific Railroad right-of-way. The railroad right-of-way was selected as an alternative to a grid network of County roads that are both indirect and lack shoulders for bicyclists, pedestrians, and others. The trail would set back at least 25 feet from the tracks, with fencing constructed as needed. There are at least 37 other trails-with-active-railroads in the United States as of 1996, according to the Rails-to-Trails Conservancy, including a trail adjacent to the Union Pacific Railroad in Colorado.

The proposed Rail Trail will link a total population base in Yolo and Solano counties of approximately 530,000 persons, projected to increase to 730,000 persons by 2010. Both Dixon and Davis, with combined populations in excess of 60,000 people, are fast growing cities. On a peak day, an estimated 33,000 persons in both counties are seeking places to bicycle, run, walk, hike, or roller blade. Add to this an estimated 1,400 daily bicycle commuters, and the demand for corridors such as the Rail Trail are apparent. Bicycle commuters to U.C. Davis (both employees and students) will be the primary users of the system, although there will be a significant number of adults and children traveling to the train stations, and entertainment and recreational destinations in the two cities as well. Dixon and Davis will both gain an economic benefit from people coming to use the trail from outside the area.

Acquisition of the right-of-way will require negotiating, possibly by the Solano Transportation Authority, with the Union Pacific Railroad. It is assumed that any Rail Trail would be designed so as not to preclude future rail improvements or maintenance of tracks. The total cost of the Rail Trail, including land acquisition, is estimated to be \$1.8 million, to be constructed in four distinct phases. It is recommended that the STA pursue funding for this project in conjunction with the City of Davis, as it is truly a multi-jurisdictional, multi-county and multi-region project.

The Project Study Report (PSR) provides detail on a wide variety of details, including a needs analysis, rail operations, traffic volumes, demographics, alignment descriptions, cross sections, fencing and barriers, signing and marking, operations and maintenance, funding and liability.



**Figure 1: Project Location**

Michael G. Jones, MCP  
 Scale: 1" = 20,000 feet  
 Source: STA/FPA

**RESOLUTION 97-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY REQUESTING PETROLEUM VIOLATION ESCROW ACCOUNT FUNDS FOR DIXON-DAVIS BIKE TRAIL**

**WHEREAS**, this bikeway project fully meets PVEA guidelines and will eliminate vehicle trips and reduce energy consumption by promoting bicycling throughout the cities and county; and

**WHEREAS**, this project will also help to implement our 1995 Solano Countywide Bicycle Plan which identified a primary bike route connecting all the communities throughout Solano with external connections such as to the city of Davis; and

**WHEREAS**, as part of the 1996-97 Bike Implementation Plan, a project study report has been prepared for the proposed 7 mile "Dixon-Davis Rail Trail" (see attached Executive Summary); and

**WHEREAS**, this segment has been estimated to cost approximately \$1.8 million.

**NOW, THEREFORE BE IT RESOLVED** that the Solano Transportation Authority hereby requests Assemblymember Helen Thomson to introduce legislation to appropriate \$1,000,000 of Petroleum Violation Escrow Account funding to initiate construction of this key bike route segment.

---

Steve Lessler, 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 8th day of January, 1997.

---

Martin Tuttle, Executive Director  
Solano Transportation Authority

**8.1 Selection of STA Chair and Vice-Chair for 1997. (Steve Lessler)**

The JPA provides that the STA Board will appoint a chair and Vice-Chair each year. Chair Lessler was appointed in January of 1996. Mayor Don Erickson of Dixon was appointed as Vice-Chair in November to replace Vice-Mayor Gary Tatum of Vacaville for the balance of 1996.



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

January 8, 1997  
Agenda Item 8.2

Area Code 707  
422-6491 • Fax 429-2894

Members: MEMORANDUM

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

DATE: December 23, 1996

TO: STA Board

FROM: Martin Tuttle *Mt*

RE: Reauthorization of ISTEA

Martin Tuttle  
Executive Director

One of the key transportation issues of 1997 is the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), which is set to expire in September. The STA is on record in support of reauthorization.

ISTEA's basic tenet of placing greater reliance on local and regional control for federal funding decisions has benefited many projects tailored for Solano and the Bay Area. Projects like the park-and-ride lots along I-80 are unique solutions to our area and they likely would not have been funded by the past national "cookie cutter" scoring criteria (see attached).

The STA is in a good position to help influence the outcome as Solano County is served by three members of Congress (Representative Frank Riggs serves on the House Transportation and Infrastructure Committee).

Steve Heminger, MTC's manager for Legislation and Public Affairs, will brief the Board on the current status of the reauthorization and other related issues.

Recommendation:

After Mr. Heminger's report, staff recommends the Board approve the attached resolution in support of the reauthorization of ISTEA.

Attachments

## **RESOLUTION 97-**

### **A Resolution of the Solano Transportation Authority Supporting the Reauthorization of the Intermodal Surface Transportation Efficiency Act**

Whereas, the Intermodal Surface Transportation Efficiency Act (ISTEA) expires September 30, 1997, and the 105th Congress must reauthorize federal surface transportation programs and;

Whereas, ISTEA made major progress in moving decision making closer to people affected by transportation spending with over \$26 million in flexible ISTEA funds allocated to 59 projects in Solano County and;

Whereas, ISTEA's basic tenet of placing greater reliance on local and regional control for federal funding decisions has benefited many projects tailored for Solano and the Bay Area. Projects like park-and-ride lots along I-80 are unique solutions to our area and they likely would not have been funded by the past national "cookie cutter" scoring criteria, now therefore, be it

Resolved, that the Solano Transportation Authority endorses the following principles to guide the reauthorization of ISTEA:

- Support a continued federal role in transportation and oppose efforts to repeal or reduce the federal gas tax.
- Support ISTEA's basic program structure and oppose block grants or revenue sharing.
- Focus federal-aid funding on integrating and managing the various public and private elements of the transportation system.
- Maximize federal investment by dedicating transportation taxes for transportation purposes and encouraging greater private sector investment.
- Strengthen state/local partnership and flexibility by fully funding transportation mandates, such as the American with Disabilities Act, and streamlining federal regulatory oversight; and, be it

Further Resolved, that copies of this resolution be transmitted to the Metropolitan Transportation Commission, our representatives in congress, and the United States Secretary of Transportation.

---

Steve Lessler, 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 8th day of January, 1997.

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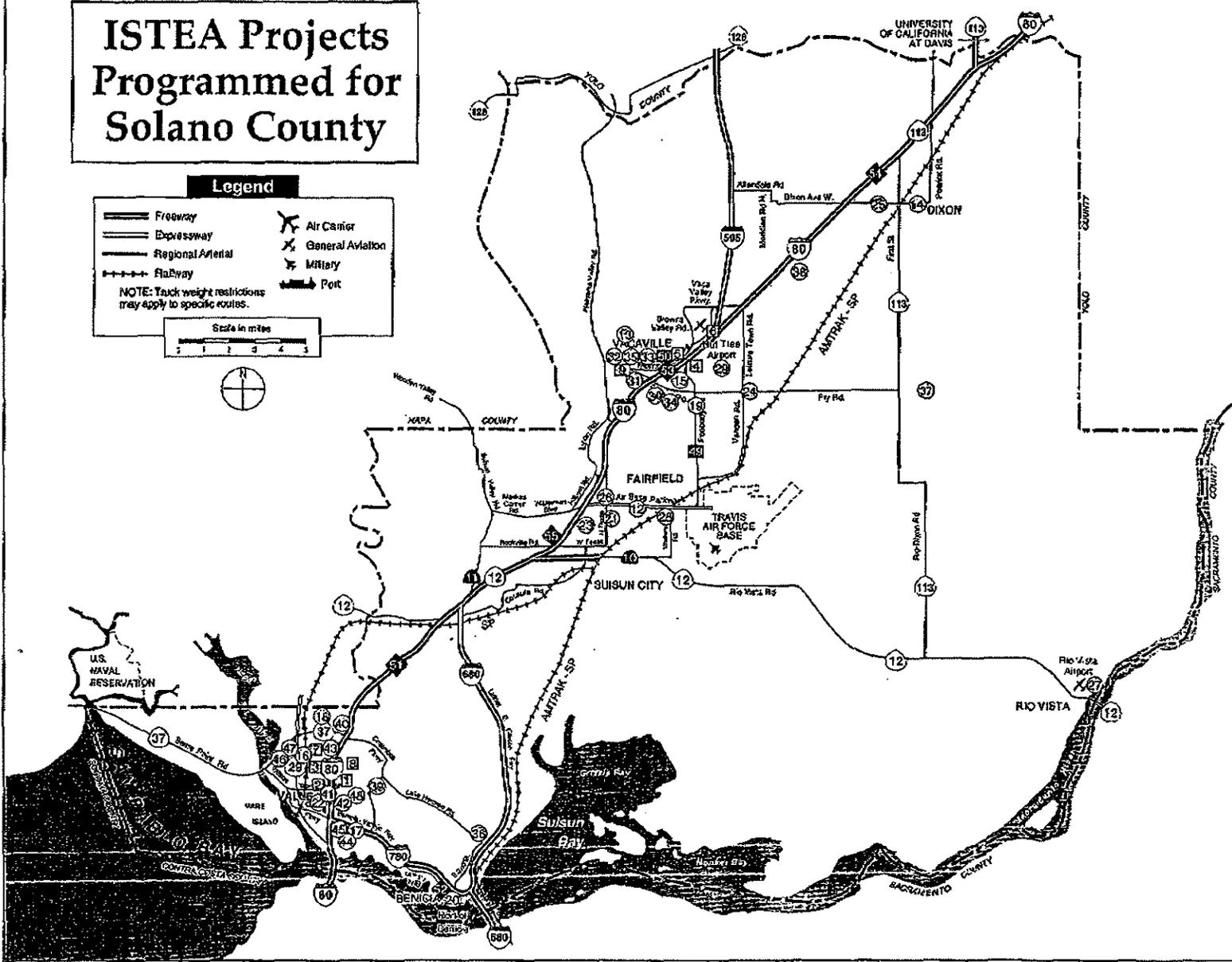
Martin Tuttle, Executive Director  
Solano Transportation Authority

# ISTEA Projects Programmed for Solano County

## Legend


NOTE: Truck weight restrictions may apply to specific routes.

Scale in miles  
0 1 2 3 4 5



MTC Graphics, Inc. 5/8/96

# ISTEA Projects Programmed for Solano County

## Key of Projects

Proj #	Project Sponsor	Project Location	\$ In Thousands	Fund Program		Proj #	Project Sponsor	Project Location	\$ In Thousands	Fund Program
<b>Signal/Intersect/Signal Improve/Interconnect</b>						<b>Roadway Rehabilitation (continued)</b>				
41	Vallejo	Phase 1 Traffic Signalization	461	CMAQ (RTSOP)		37	County	(E. Monte Vista Ave.-Fruitvale Rd.)	45	STP-G
42	Vallejo	Tennessee Cor. Signal Project	419	CMAQ (RTSOP)		38	County	Lake Herman Rd. (E. of Vallejo city limits-Lopes Rd.)	100	STP-G
43	Vallejo	Citywide Traffic Sig. Upgrade	4,642	CMAQ		39	County	Singhampton Rd. (Bunker St. Rd.-Robben Rd.)	89	STP-G
44	Vacaville	Elmira Rd. Signal Interconnect	105	CMAQ		40	County	Midway Rd. (Vacaville city limits at I-80-SPRR E. of Porter Rd.)	111	STP-G
45	Vacaville	E. Monte Vista Ave. Interconnect	115	CMAQ		41	Vallejo	Columbus Parkway (Ascot Parkway-Georgia St.)	96	STP-G
46	Vacaville	Nut Tree Rd. Signal Interconnect	195	CMAQ		42	Vallejo	Griffin Dr. (Gateway-Sage)	37	STP-G
47	Vallejo	Signal Interconnection	2,126	CMAQ		43	Vallejo	Georgia St. (I-80-Solano)	57	STP-G
48	Vallejo	Signal Improve & Interconnect	647	STP-G		44	Vallejo	Maple Ave. (Benicia Rd.-Reis Ave.)	22	STP-G
49	Solano CMA	Reconstruct Intersection Pleasant Valley Rd./Foothill Dr.	901	STP-G		45	Vallejo	Valle Vista St. (Fairgrounds-Del Mar Ave.)	31	STP-G
		<b>Subtotal</b>	<b>9,612</b>			46	Vallejo	Reis Ave. (Laurel St.-Maple Ave.)	13	STP-G
						47	Vallejo	Reis Ave. (Maple St.-Home Acres)	10	STP-G
<b>Roadway Rehabilitation (continued)</b>						48	Vallejo	Yolando Dr. (Hwy. 29-Enterprise St.)	22	STP-G
49	Solano CMA	I-80 Reliever Route	4,070	STP-D		49	Vallejo	Enterprise St. (Hwy. 37-South End)	26	STP-G
50	County	Suisun Valley Rd. Br. Replace	106	STP-G		50	Vallejo	Hazlewood (Baywood-Oakwood)	13	STP-G
		<b>Subtotal</b>	<b>4,176</b>					<b>Subtotal</b>	<b>5,406</b>	
<b>Roadway Rehabilitation (continued)</b>						<b>Traffic Operations Systems</b>				
51	Fairfield	Claybank (E. Tabor-Cement Hill)	185	STP-G		N/A	MTC	Travinfo	38	CMAQ*
52	Vacaville	Orchard Ave. (Fruitvale-Gonzales Dr.)	57	STP-G		N/A	Caltrans	Traffic Operations Center	258	CMAQ*
53	Dixon	East A St. (N. 1st-city limits)	144	STP-G				<b>Subtotal</b>	<b>304</b>	
54	Vacaville	Marshall St. (Ogdon Way-Davis St.)	44	STP-G		<b>Bus Rehabilitation</b>				
55	Vallejo	Valle Vista Ave. (Sacramento St.-Broadway)	122	STP-G		N/A	Fairfield	Bus Rehabilitation	507	STP-G
56	Vallejo	Laurel/Stephan St. (Magazine St.-Benicia Rd.)	198	STP-G		51	Vacaville	Alternate Fuel Facility	145	CMAQ
57	Vallejo	Corcoran Ave. (Mini Dr.-Fairgrounds Dr.)	86	STP-G		N/A	Vacaville	Alternate Fuel Fixed Rite, Buses	531	CMAQ
58	Vacaville	Peabody Rd. (Alamo-So. city limits)	384	STP-G		52	Vacaville	Davis St. Intermodal Station-FLOW	555	STP-G
59	Benicia	Military (E. 2nd-W. 5th)	395	STP-G				<b>Subtotal</b>	<b>2,038</b>	
60	Fairfield	East Tabor (N. Texas-Dover)	127	STP-G		<b>Other</b>				
61	Vallejo	Solano Ave. (I-80-Curtola Pkwy.)	265	STP-G		53	Solano Cities	Lynch Canyon - Scenic	1,000	STP (TEA)
62	Fairfield	East Travis (I-80 to Phoenix)	654	STP-G		54	Benicia	Restoration of Bayside SP Depot	300	STP (TEA)
N/A	County	FAS Guarantee Funds	292	STP-G		N/A	CMA	ISTEA Planning & Programming	549	STP-G
63	County	Fry Rd. Reconstruction	316	STP-G		N/A	MTC	Traffic Engr. Tech. Assist. Program	41	CMAQ (RTSOP)*
64	Dixon	N. Almond, N. Lincoln Ovenay	98	STP-G		55	Vacaville	Vacaville Park and Ride Lot	885	CMAQ
65	Fairfield	Resurfacing Program	480	STP-G		56	Dixon	Dixon Pk. & Ride: I-80/Pitt. School	510	CMAQ
66	Rio Vista	Seal Airport Road	21	STP-G		57	Fairfield	Fairfield Park & Ride Lot: West Texas/Rock	2,000	CMAQ
67	Suisun City	Resurface Walter Rd. (Bella Vista to Scandia Rd.)	198	STP-G		N/A	RIDES	Commuter/Mobile Store	14	CMAQ*
68	Vacaville	Resurfacing Program	453	STP-G				<b>Subtotal</b>	<b>5,299</b>	
69	Vacaville	Marshall Rd. (Alamo Dr.-California Dr.)	25	STP-G				<b>Grand Total</b>	<b>26,835</b>	
70	Vacaville	Mason St. (Davis St. to Merchant St.)	33	STP-G		* County share of regional project				
71	Vacaville	Alamo Dr. (Edgewater Dr. to Palisades Ct.)	37	STP-G						
72	Vacaville	Vine St. (E. Monte Vista Ave. to N. Vine St.)	90	STP-G						
73	Vacaville	California Dr. (Alamo Lane-Terrace Dr.)	30	STP-G						
74	Vacaville	Gibson Canyon Rd.								

## The Road to Reauthorization

The primary responsibility for forging federal transportation policy to carry the nation beyond the September 1997 expiration of ISTEA is shared by the U.S. Department of Transportation and several key congressional committees.

### *Key Committees*

U.S. House of Representatives:

House Transportation and Infrastructure Committee, chaired by Rep. Bud Shuster (R-PA) and its Surface Transportation Subcommittee, chaired by Rep. Thomas Petri (R-WI). The San Francisco Bay Area Representatives on the full committee are Rep. Frank Riggs (R-CA) and Rep. Ellen Tauscher (D-CA).

U.S. Senate:

Senate Environment and Public Works Committee, chaired by Sen. John Chafee (R-RI) and its Subcommittee on Transportation and Infrastructure, chaired by Sen. John Warner (R-VA). In the Senate, this Committee has responsibility for highway provisions. Senator Barbara Boxer represents California on the Committee.

Senate Banking, Housing and Urban Affairs Committee, chaired by Sen. Alfonse D'Amato (R-NY). This Committee has responsibility for public transit provisions. Senator Barbara Boxer represents California on this Committee as well.

### *Anticipated Timeline/Congressional Actions for Reauthorization in 1997*

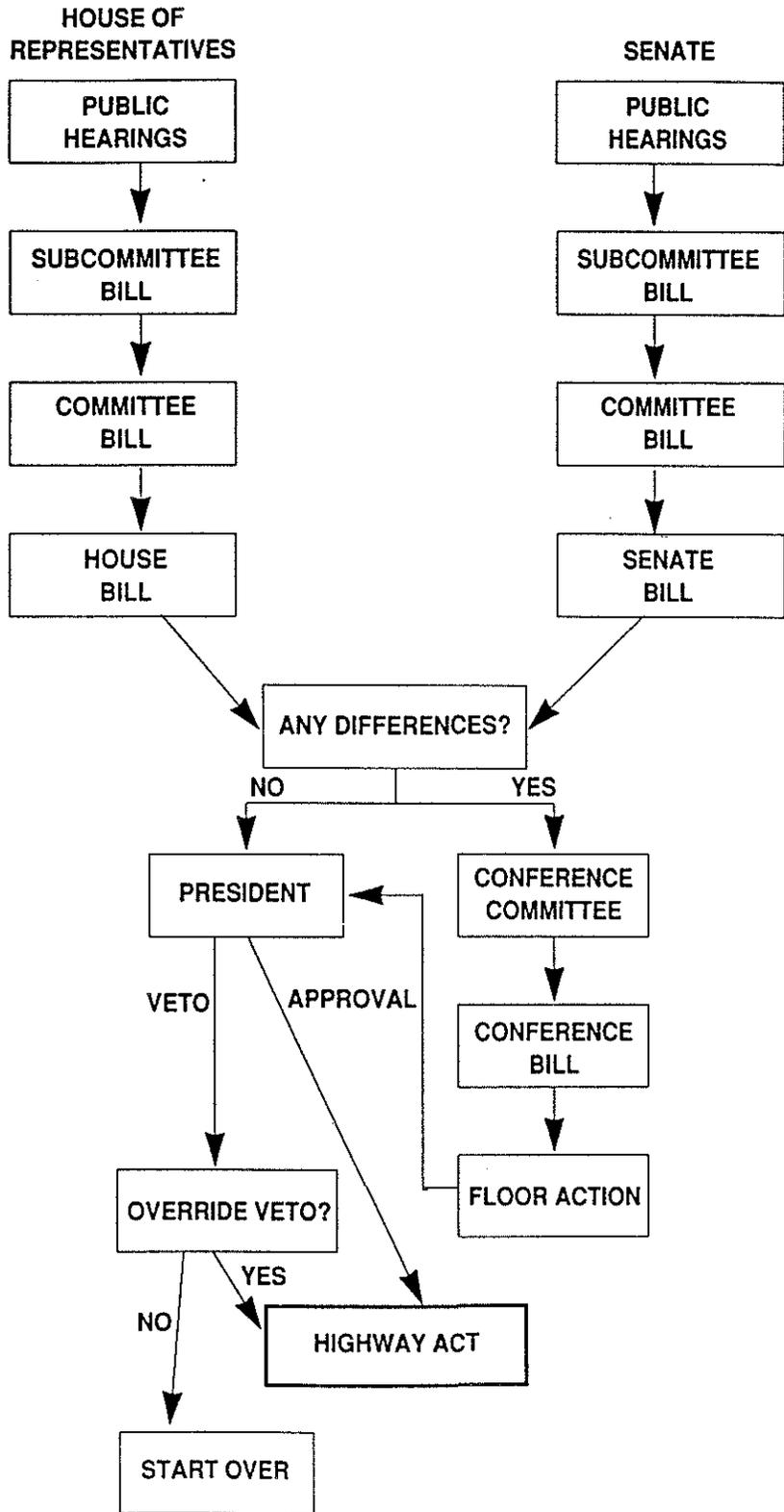
*January-February:* Continuation of hearings on ISTEA reauthorization, initiated in 1996 in both the House and the Senate. Development of draft legislative proposals by various members of Congress who have an interest in the program; introduction of a comprehensive Administration bill prepared by the US DOT; introduction of a comprehensive bill sponsored by the chairman or top-ranking members of the full committee or subcommittee combining the views from several sources. (Note that the House and Senate will work independently on separate authorizing bills, each with its own schedule for

hearings, committee meetings etc. Not until a conference committee reaches agreement will there be a single highway bill.

*March-May:* Hearings and subcommittee mark-up of prepared draft bills, approval by subcommittee for submission to full Committees in House and Senate. Full Committee consideration of bills.

*June-August:* Comprehensive bills reported out to full House and Senate accompanied by committee report that expands upon legislative language in the bill to clarify congressional intent (There is a committee report for the Senate bill and the House bill)

*September:* (ISTEA expires September 30, 1997) Bills are debated, amended, and voted upon on the floors of the House and the Senate. A conference committee is formed to reconcile differences between the House and Senate bills. Upon reaching agreement, the bill is sent back to each body of congress for final passage, along with a conference report. After passage in the House and the Senate, the bill is sent to the President for signature.



**Overview**

Passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 by a large bipartisan congressional majority was a watershed event in federal transportation policy. With an emphasis on system preservation, efficient operation of existing networks, improved intermodal integration and increased state and local control over investment decisions, ISTEA anticipated the current policymaking environment, which seeks to make federal programs better not bigger.

ISTEA expires on September 30, 1997 and Congress will consider legislation to reauthorize federal surface transportation programs in 1997. This series of fact sheets highlights key successes in the implementation of ISTEA for interested parties who will be participating in reauthorization efforts. These fact sheets were prepared by the Metropolitan Transportation Commission (MTC), the metropolitan planning organization for the San Francisco Bay Area.

Fact sheets cover the following issue areas relating to ISTEA:

- the Environment
- the Economy
- Metropolitan Planning Organizations
- System Management
- Intermodal Goods Movement
- the Transportation System Customer
- Funding Flexibility

**Issue Summary**

The link between transportation and the environment is inescapable and federal transportation policy must support national efforts for environmental protection and conservation. The Intermodal Surface Transportation Efficiency Act (ISTEA) ensures that this link is better coordinated, reaffirming that transportation plans, for example, must conform to federal clean air act goals as required by the Federal Clean Air Act Amendments of 1990. Coordination is enhanced by making alternatives such as transit and bicycles eligible for formerly "highway only" funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and by including environmentally targeted planning factors into the transportation planning process.

Ultimately, ISTEA's focus on management and efficiency reflects a conservationist approach to limited transportation and natural resources. The requirements to consider the linkages between transportation and the environment have served as a catalyst to encourage broader thinking about the impact of transportation investments. Specifically, the flexibility offered by ISTEA's Surface Transportation Program (STP), the Transportation Enhancement Activities Program (TEA) and CMAQ have contributed to making environmental policy objectives a reality. Between 1992 and 1995, 23 air quality nonattainment areas successfully achieved federal clean air standards. Through the funding of projects that directly improve air quality, ISTEA continues to help these regions maintain the federal standards.

**San Francisco Bay Area Experience**

In the Bay Area, CMAQ funded projects include roving freeway service patrols to manage traffic incidents on congested roadways, regional traffic signalization and the rehabilitation of BART subway cars. With the air quality benefits of these types of projects, along with past efforts aimed at improving air quality, the San Francisco Bay Area was officially redesignated in July 1995 by the U.S. Environmental Protection Agency from a non-attainment to a "maintenance area" pursuant to the requirements of the federal Clean Air Act.

Additionally, through the Transportation Enhancements Program, ISTEA's flexibility has enabled environmentally sound, alternative mode projects such as bicycle trails and pedestrian paths to receive funding. In the Bay Area, 7 percent of all ISTEA flexible dollars are programmed for bicycle and pedestrian facilities, representing a total of \$38 million over the life of the Act. Within the realm of projects that have positive environmental benefits, it should be noted that \$140 million, or 29 percent of the total flexible funds available, have been programmed for transit improvements.

Finally, ISTEA's public participation provisions have brought new players into the planning process. Specifically, representatives from the environmental community as well as those interested in bicycle and pedestrian projects have been able to participate and influence the overall outcome of transportation investment decisions.

**Issue Summary**

A well-maintained, efficient transportation system is key to a vital economy; whether it is the movement of goods from ports to intermodal facilities or the movement of people to work, mobility must be maintained and improved in the nation's metropolitan regions and rural areas. ISTEA recognizes this critical link between mobility and the economy by ensuring that system preservation and strategic expansions can be funded based on locally-determined needs and priorities. This funding flexibility has been a primary element of the Act's success and system performance has been enhanced through the funding of projects which have reduced congestion and improved intermodal access.

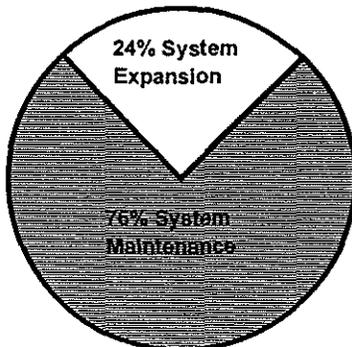
Flexibility in ISTEA, however, does not come without limits. Specifically, the Act requires that transportation plans be fiscally constrained, ensuring that government, like a business, plan within a budget. The fiscal discipline imposed by this requirement is critical in an era of limited financial resources.

From an economic perspective, it is important to remember that maintenance is the ultimate cost-effective investment strategy. A recent California report on transportation issues indicates that it costs \$17,000 per mile to seal cracks in a four-lane road, but if allowed to deteriorate to the point where major reconstruction is needed, repairs can cost nearly \$400,000 per mile. This same report notes that California's surface transportation system has an estimated replacement value of \$1 trillion. We simply cannot afford to waste the enormous investment we have already made in our transportation system.

**San Francisco Bay Area Experience**

Towards achieving the objective of linking transportation and economic goals through reinvestment, MTC and its state and local partners have programmed 33 percent of all flexible ISTEA funds for street, road and bridge improvements. Specifically, these funds are dedicated to the repaving and rehabilitation work necessary to preserve existing infrastructure. In addition, over the next 20 years, of the \$74 billion in anticipated transportation expenditures, 76 percent is projected to be used for maintenance of the existing system (including highways and transit) (see chart). (75 percent of the total \$74 billion is provided by local funds and the remaining 25 percent from state and federal funds.)

**Projected Bay Area Transportation Expenditures 1994-2013**



Operational improvements, from low-tech to high-tech, also have been a key component of MTC's strategy to improve the efficiency of the existing system. Roving freeway service patrols to remove disabled vehicles and improved traffic signal timing on local arterials are two low-tech strategies that have proven effective in improving traffic flow throughout the region.

With ISTEA's new emphasis on applying technological innovations to the transportation network, the Bay Area also has turned to high-tech approaches such as the TravInfo program. Implemented through a partnership of public agencies and private firms, TravInfo will enable travelers to access real-time information on travel conditions and adjust their mode and travel time to avoid delay. The TravInfo project is proving that government can take a more entrepreneurial approach to system management, allowing the private sector to design the most effective product using the valuable data and information gathered by public agencies. Ultimately, innovative partnership projects such as TravInfo are good for government and good for the economy.

While system preservation remains a fundamental objective for the Bay Area region, so is targeted expansions to keep pace with economic growth--several major interchange reconstruction projects and highway widenings to accommodate high-occupancy vehicle (HOV) lanes are key components of MTC's Transportation Improvement Program (TIP). The important point here is that ISTEA allows cities and counties to make these trade-offs based on local decisionmaking and input, including the consideration of the economic impact of transportation investment decisions.

Finally, in addition to reinvestment and operational improvements to enhance the economic benefits of sound transportation planning, the Bay Area has aggressively pursued the advancement of intermodalism. In the Bay Area, seaborne trade is forecast to increase 218 percent between now and 2020, resulting in a 223 percent increase in truck freight traffic and a 293 percent increase in rail freight traffic. The impact of this increase in freight traffic is fundamental to the future vitality of the Bay Area's economy as well as to its transportation system. With this in mind, MTC convened a Freight Advisory Council, made up of representatives from more than 30 of the Bay Area's public- and private-sector freight interests, in an effort to build consensus on how to improve the efficiency of freight movement in the Bay Area.

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**Issue Summary**

ISTEA significantly changed the way transportation plans and programs are developed by granting new responsibility and authority to metropolitan planning organizations (MPOs). Throughout the U.S., the form of the 339 MPOs reflects the history of local and state governance for any given area. Thus, MPOs cannot be easily categorized as one type of creature. ISTEA, however, is clear in directing the role MPOs are expected to play in facilitating a cooperative planning process between state and local governments. The regional planning undertaken by these organizations is essential to ensure integrated transportation systems, as well as to organize effective programs for attaining metropolitan area air quality goals and other regionwide objectives in transportation.

*There are numerous success stories across the country where the enhanced MPO role is working:*

- In St. Louis, the East-West Gateway Coordinating Council is focusing its 20-year transportation plan on "access to opportunity" for inner-city residents whose needs historically have not been met in the planning process. Through a wide range of planning initiatives, the transportation planning process has become more inclusive and responsive to the full range of St. Louis' citizens.
- Serving three states and 183 cities, villages and towns, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has formed an economic development partnership with the business community, implemented a state-of-the-art regional traffic management system, established land-use, transit and finance plan commissions, and assisted two state departments of transportation in the review and selection of transportation enhancement projects.
- In Pittsburgh, the Southwestern Pennsylvania Regional Planning Commission adopted a long-range plan with 56 major projects consistent with long-range land use policies. Public involvement and approval of the plan was assured through effective media outreach, workshops, newsletters and newspaper announcements.
- In the Seattle area, the Puget Sound Regional Council, whose members include four counties, 56 cities and towns, three ports and two state transportation agencies, has adopted a long-range policy program known as VISION 2020 incorporating the needs of private citizens, public organizations and the business community. This plan is now being updated in response to public feedback and changes in transportation policy.
- In Southeast Idaho, the Bannock Planning Organization (BPO) manages unique cross-cultural challenges in the development of its memorandum of understanding that is required by ISTEA for development of the long-range transportation plan. One-third of the BPO planning area includes Indian Reservation Land and BPO staff have taken steps to incorporate the Shoshone Bannock Indian tribes into the long-range transportation planning process through the Program for Community Problem Solving.

**San Francisco Bay Area Experience**

The Metropolitan Transportation Commission (MTC) was established by the State Legislature in 1970 and is the MPO for the nine-county San Francisco Bay Area. It is comprised of locally elected mayors, city council representatives and county supervisors appointed by their peers to represent the 6 million people of the Bay Area. With a focus on equitable outcomes in the programming of ISTEA funds, MTC has allocated almost \$500 million in flexible ISTEA funds to 500 projects through a process developed by MTC and its local agency partners--including the region's largest cities, the ports and transit operators.

The key to the success of this entire process was developing consensus around the criteria to be used for project evaluation, rather than debate at the project level. Once the rules of the game were agreed to, participants were comfortable knowing a project could be brought to the table to compete fairly with all other projects. Or as noted by one participant, "People are ready to live by the rules when they are a party to making them." This consensus-building approach actually resulted in an outbreak of spontaneous applause when the first round of projects was approved by the Commission. Projects selected include:

- A Joint Intermodal terminal (JIT) at the Port of Oakland; two Surface Transportation Program (STP) grants totaling \$9.4 million will be used for the JIT, which will bring together three railroads and free up the port's shoreline for more marine terminals.
- Rehabilitation of the Bay Area Rapid Transit District's (BART) original fleet of 440 cars and the Transbay Tube. The project is the single biggest line item in MTC's flexible funding program, capturing \$15 million in regional Congestion Mitigation and Air Quality Improvement (CMAQ) program moneys, and will include restoring or replacing the internal parts of the rail cars.
- Multiple interchange reconstruction and High Occupancy Vehicle lane highway widenings funded with over \$80 million in STP funds.
- A child-care center at the Tamien rail-bus center in San Jose; the facility will accommodate up to 150 children. CMAQ funds will contribute 60 percent of the project's funding.
- Over \$13 million allocated on 1,639 local traffic signal timing projects in 38 Bay Area cities.

**Issue Summary**

Over the past 30 years, the primary function of transportation planners and agencies was to design and build the nation's transportation infrastructure. This task included the federal Interstate system, initiated in 1956, as well as a connecting system of state and local roads.

Recognizing the end of the Interstate era, ISTEA ushered in a transformation in the function of transportation planning, going from system-building to system-managing. In the face of ever shrinking transportation budgets, recognition of this management function and its link to performance and efficiency are critical if our transportation systems are to be maintained at essential levels and selected, strategic expansions are to take place.

**San Francisco Bay Area Experience**

Recognizing that we could no longer build our way out of congestion due to geographic constraints, community opposition and financial limitations, the San Francisco Bay Area has had to confront system management issues perhaps earlier than other regions. As a result of this fact, MTC has looked for creative ways to better manage the existing system. The challenge is not easy when one considers the myriad of public agencies that own or operate different components of the system. With this in mind, MTC established the Bay Area Partnership, an alliance of 31 agencies responsible for the movement of people and goods throughout the Bay Area. Through this Partnership, MTC selected a group of projects designed to make the existing system work better. These projects, collectively known as the Joint Urban Mobility Program (JUMPStart), represent the work program of the Partnership. These projects, all in some part funded by ISTEA, include:

- *Roving Freeway Service Patrols*: tow-truck service to aid stranded motorists and quickly clear stalls and accidents from congested roadways, a fleet of tow trucks now roam 217 miles of the most congested freeways;
- *Motorist Aid Call Boxes*: telephone call boxes to provide motorists on the freeways and expressways with a direct line to the California Highway Patrol through 2,800 call boxes;
- *Traffic Engineering Technical Assistance Program*: consulting engineers provided to smaller jurisdictions to prescribe fixes for outdated and poorly synchronized signals and other traffic operational problems;
- *Regional Traffic Signalization Operations Program*: signal timing and replacement of outdated equipment at key intersections throughout the region; over \$13 million has been spent to time or upgrade 1,639 intersections.
- *TravInfo*: will provide travelers with access to current information on all travel modes and will be implemented through a partnership of public agencies and private firms;

- *TransLink Universal Ticket*: in the testing phase with three of the region's public transit operators, this project seeks to provide a universally accepted transit ticket on the region's bus, rail and ferry systems.

The efforts listed have been given impetus by ISTEA and its new appreciation for measures to improve operational efficiency and increase the capacity of existing facilities. At the same time, MTC considers its fundamental responsibility to be preservation and operation to peak efficiency of the existing system but is not forsaking expansions where necessary, feasible and affordable.

**Issue Summary**

Transportation systems are as critical to the movement of goods as they are to the movement of people. The intermodal approach to transportation planning endorsed by ISTEA means that planners with state DOTs and metropolitan planning organizations must specifically consider access to airports, ports and other intermodal facilities.

The first word in the title of the Act is "Intermodal," a concept that ISTEA delivers with its broader eligibility of freight projects for funding. Of the six major programs in Title I, all include specific references to eligibility for intermodal freight projects. For example, within the context of the National Highway System (NHS), Section 1006 provides that the NHS include "highways...which provide motor vehicle access between arterials and a major port, airport, public transportation facility, or other intermodal transportation facility." This means that NHS funds can be used to improve almost any highway network link to accommodate intermodal movements, including truck or rail freight.

A recently issued US DOT report on intermodal transportation indicates that ISTEA has been used to fund a wide range of intermodal projects including clearance projects, rail line improvements and corridor purchase, signal improvements, and port-rail bridge construction. Examples of intermodal projects funded (in part) by ISTEA include (*source of funding in parentheses*):

- Pennsylvania Clearance Project designed to remove impediments to double-stack rail operations serving the Port of Philadelphia (*NHS*);
- North Carolina Rail Line Project to undertake intermodal rail improvements (*NHS*);
- Port of Seattle project to build a new intermodal bridge to bring rail services directly into the port (*STP*);
- Ventura County, California, project to purchase multiple rail corridors and land to allow for freight rail expansion (*STP*);
- In addition, 51 priority intermodal projects totaling \$437 million over the six year life of ISTEA were included in the original legislation.

**San Francisco Bay Area Experience**

In the MTC region, ISTEA has enabled planners to address freight and goods movement concerns. With six seaports, three major freight railroads, three major airports, and as an international port of entry for shipping and air freight, and regional hub for major freight companies, the Bay Area is a national leader in the intermodal freight industry.

Soon after ISTEA enactment, MTC created a Freight Advisory Council (FAC) in an effort to directly address intermodal issues. The FAC includes the participation of both public and private sector freight and shipping interests. Through the work of the FAC, MTC was able to identify the most significant freight mobility and access constraints in the region. The list resulting from this process is updated regularly and was used as input to MTC's 1994 Regional Transportation Plan. Many projects on the list are, in fact, improvements that will be undertaken as part of a traditional road improvement program, revealing how important basic system improvements are to enhancing freight mobility.

MTC is continuing to work with its Freight Advisory Council to find ways to improve the ability of intermodal projects to compete for funding. MTC is also working with local government to find freight improvements that can be undertaken on a small budget activities as simple as improved enforcement of parking violations by noncommercial vehicles in truck loading zones.

**Issue Summary**

Ultimately, it is the American public and industry who use and own our local and national transportation systems. These systems must serve the needs of all Americans, including the young and old, minorities, disadvantaged and disabled individuals, and people living in urban and rural communities. According to the U.S. Department of Transportation, Americans spend nearly \$800 billion for transportation products and services annually, representing 3.5 trillion passenger-miles of travel and 3.4 trillion ton-miles of freight traffic. Has ISTEA enabled the stewards of these systems, i.e. local government, metropolitan planning organizations and state departments of transportation, to provide a better system on behalf of the public?

In a word, yes. The flexibility granted to jurisdictions has allowed customer needs rather than categorical programs to guide expenditure decisions in urban and rural areas. This phenomenon is evidenced by the services and projects that customers see or use on a regular basis, program such as the roving freeway service patrol, freeway and highway call box systems, and accessible buses for disabled citizens.

In addition to the types of projects funded, ISTEA has significantly enhanced the ability of users to be more involved in the planning and decisionmaking process. By broadening public participation provisions, ISTEA has allowed for input by key stakeholders who have not historically been involved, including the business community, members of the public, community groups, and other government agencies. This broader participation has ensured that transportation funding decisions be more responsive to local needs.

**San Francisco Bay Area Experience**

In order to incorporate public input into the planning process, MTC has established a variety of public involvement activities. Most recently, a Citizens Guide to the MTC was developed to facilitate public involvement, providing information on the channels citizens can use to participate in and contribute to the transportation planning process. This guide summarizes key public involvement activities including:

- Monthly Newsletter and Annual Report: To keep the public informed of its activities and general transportation news about the Bay Area, MTC publishes a monthly newsletter, *Transactions*. Approximately 7,500 copies are circulated free of charge to interested citizens, the news media, public officials, legislators, transit staff, environmental groups, business groups and libraries. One issue of the newsletter serves as MTC's annual report.
- Public Information Staff: MTC Public Information Officers are available to provide interested citizens with all necessary information for meetings of the Commission and its committees and advisory panels.

- **Citizen Advisory Committees:** To ensure that a broad spectrum of views is included in developing the Bay Area's transportation policy, MTC has set up several advisory committees, including the Elderly and Disabled Advisory Committee, the Minority Citizens Advisory Committee, and the Freight Advisory Council. Reaching for even broader perspectives, MTC recently established a new Advisory Council which seeks to bring citizens and others parties of diverse backgrounds and interests into the planning process. This committee includes representatives from the environmental, business, labor, academia, system users, and community groups as well as representatives from MTC's citizen advisory committees.

In addition, MTC has also undertaken a series of citizen outreach forums to seek input from citizens throughout the regions and has developed informational videos and other innovative formats to reach out to as many interested parties as possible.

**Issue Summary**

The concept of funding flexibility is a cornerstone of ISTEA. Through the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), metropolitan areas were given broad new power to direct these flexible dollars to the transportation alternative that promised the best results for a given travel corridor-- whether via transit, improved signals along a local arterial street, a carpool lane on a freeway, or a new bicycle and pedestrian route. This broad approach combined with the adoption of an equal 80 percent federal matching ratio for highway and transit projects has enabled ISTEA's flexibility to be effectively exercised.

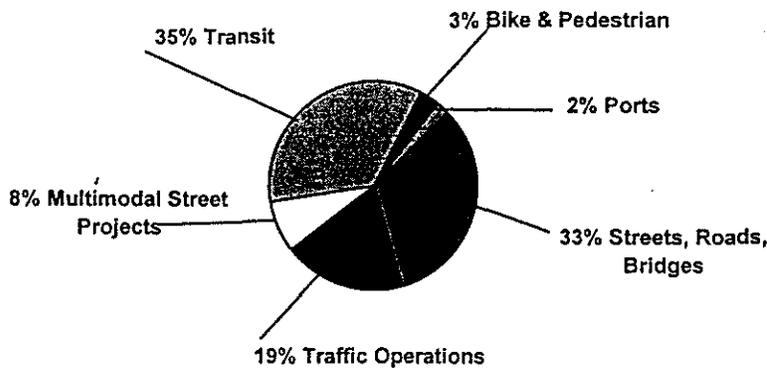
In addition to widening the range of projects eligible for funding, the flexibility has enabled state and local governments to obligate funds more quickly and get projects up and running. This is in part due to the fact that the flexible funding allocation formula helps to define a more predictable fund flow, providing a foundation for better planning and system management.

**San Francisco Bay Area Experience**

Immediately following passage of ISTEA, MTC initiated work on a process to screen and rank project proposals based on ISTEA goals for efficiency, equity and modal balance. Working by consensus brought strong local support and the Bay Area was able to obligate nearly 200 of its first-round STP and CMAQ projects ahead of obligation due dates. In all, MTC has approved 432 projects worth more than \$460 million for STP and CMAQ funding (as well as another \$40 million in Transportation Enhancements Program funds).

MTC also has worked to ensure equity between modes and throughout our diverse nine-county region. Over the six-year life of the program, MTC and its partners have put together a program of projects which includes a diverse funding distribution as displayed by the chart below.

**ISTEA Projects by Mode**



As the chart reveals, the Bay Area moved from the end of the Interstate era where a single interchange cost upwards of \$310 million to an ISTEA era of strategically investing in many much smaller projects aimed at maintaining, operating and improving the entire metropolitan system-not just interstates and state highways.

With this new funding flexibility and local decisionmaking authority comes the responsibility to see the selected projects through to completion. As a result, MTC has developed a regional project monitoring system. This automated management information system can be used by MTC and other agencies to monitor the status and progress of projects programmed for federal STP, CMAQ, Federal Transit Administration Section 3 and Section 9 funds in the Transportation Improvement Program in order to ensure the timely obligation of federal funds and speed project completion. The monitoring system is intended to provide an early warning indication so that projects deemed "at risk" can be examined and either carried over to the following TIP cycle or deprogrammed, depending on the circumstances of delay and the rules of the specific funding program. It is important to add that the evaluation and reprogramming process occurs with the same consensus-based approach used in the region for initial project selection and that reprogramming decisions are made with the input of project sponsors.



## *Memorandum*

TO: Larry Dahms  
DATE: October 26, 1996

FROM: Steve Heminger & Randy Rentschler

RE: Department of Transportation Budget Reductions

### **Background**

The Congressional Budget Resolution, and the President's FY 1997 Budget, contain large transportation spending reductions as part of a national effort to achieve a balanced budget by FY 2002. As outlined in the attached graph, the result of this effort is two fold: 1) the Highway Trust Fund (the combined highway and transit accounts) triples in size to over \$60 billion (the lighter bar portion of the graph) by FY 2002, while; 2) annual transportation funding appropriations decrease significantly (the dark line on the graph).

### **Trust Fund Off-Budget**

Efforts to take the Highway Trust Fund off budget (or efforts to add revenues to the Trust Fund such as the 4.3 cent deficit reduction gas tax) are likely to have little impact unless this effort is accompanied with provisions that allow for existing monies in the Trust Fund, or future revenue generations to it, actually to be spent. Absent this, it is likely that future appropriations cycles will continue the current practice of using the Highway Trust Fund as a tool to assist in balancing the federal budget.

### **Current Law**

Current law — USC 26 § 9503 (d) — imposes a limitation on commitments made from the Highway Trust Fund (the combined Highway and Transit accounts). In effect, current commitments (authorizations) against the trust fund accounts cannot exceed an amount equal to the estimated Trust Fund receipts for the following 2 years (1 year for the transit account). Because actual spend-outs from the trust fund accounts are much slower than authorizations, this law creates a minimum balance for the Highway Trust Fund.

### **Proposal for a Maximum Trust Fund Balance**

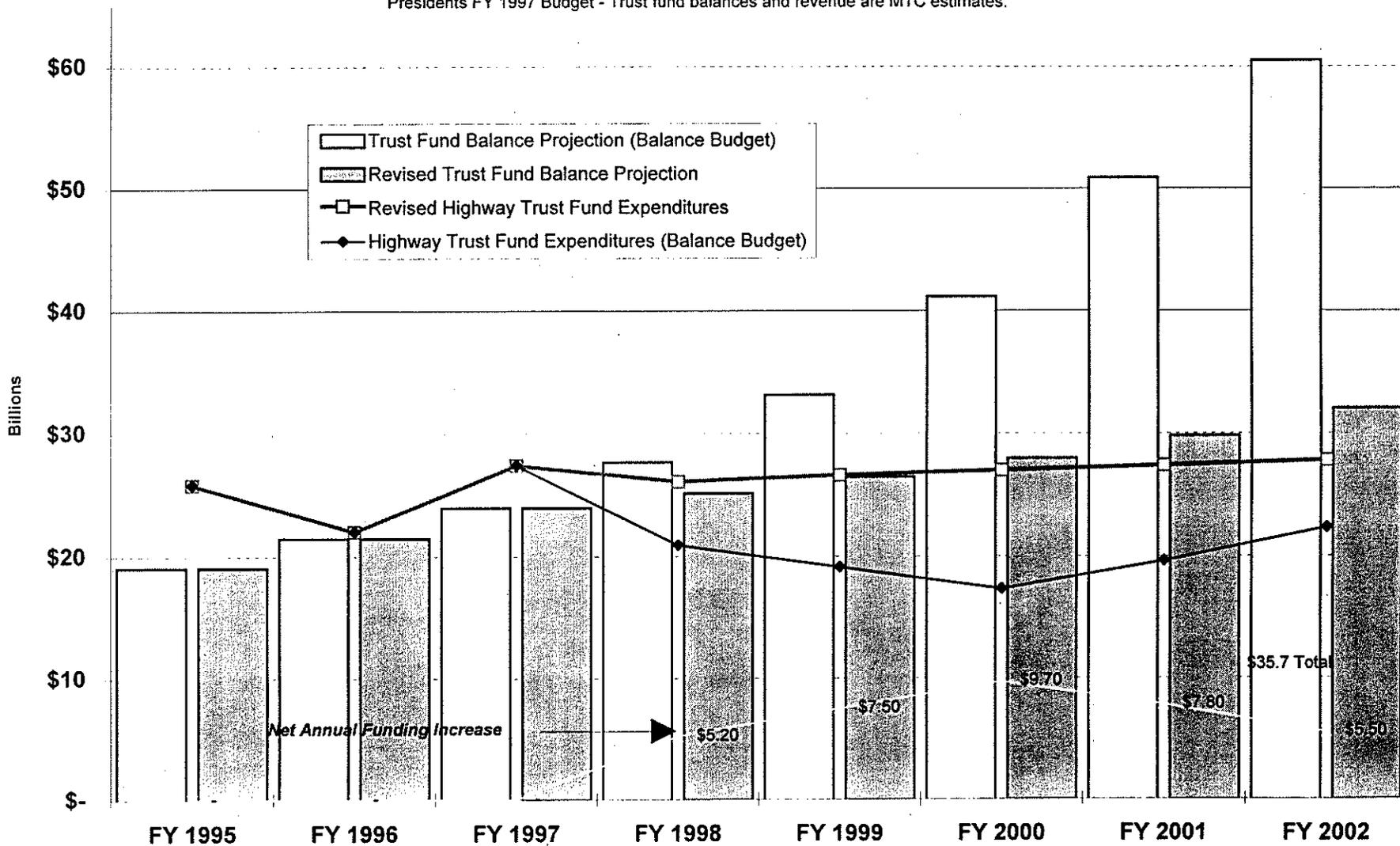
Just as current law establishes a minimum balance (floor) for the Highway Trust Fund, this idea would essentially set a maximum balance (ceiling) for the Trust Fund. Under this proposal, all future annual Highway Trust Fund tax revenues would be designated to be spent on highway and transit projects, while the existing Highway Trust Fund balance as of FY 1997, and all interest income derived from it, would be held in reserve to balance the federal budget. Between FY 1998-2002 we estimate that this proposal would increase transportation spending by \$36 billion and reduce the projected Highway Trust Fund balance by \$28 billion. The difference is interest income.

## **Politics**

This proposal is an attempt to find a more moderate approach that might appeal both to advocates of taking the Trust Fund off-budget (authorizers) and advocates of fuel tax turnback. The other interested congressional faction (appropriators) have bitterly resisted the off-budget maneuver as an end-run around their annual control on spending. This proposal would allow the appropriators to retain control, subject to minimum and maximum Trust Fund levels. Admittedly, this proposal also would require either postponing the budget balancing year past FY 2002 or trading higher transportation spending levels for other discretionary program cuts. Still, it would do far less damage to the balanced budget objective than either the off-budget or turnback options.

# Highway Trust Fund Cash Balance Highway and Transit

President's FY 1997 Budget - Trust fund balances and revenue are MTC estimates.



**8.3 STA Annual Report (Martin Tuttle)**

Staff recommends the Board approve the 1996 Annual Report (attached) and authorize the Executive Director to distribute it.

DRAFT



**ANNUAL REPORT ❖ 1996**



## 1996 Annual Report ❖ Table of Contents

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**The Solano Transportation Authority (STA) coordinates countywide transportation programs and projects under a joint powers agreement between the cities and county. 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 county board of supervisors and mayors/city council members from each of the seven cities within the county. The Board has an Executive Director and staff, and meets monthly in Suisun City.**

#### **SOLANO TRANSPORTATION AUTHORITY**

**Steve Lessler, Chair, City of Fairfield  
Gary Tatum, Vice Chair, City of Vacaville  
Jerry Hayes, City of Benicia  
Don Erickson, City of Dixon  
Helen Madere, City of Rio Vista  
Ed Schlenker, County of Solano  
Jim Spering, City of Suisun City  
Bill Patchell, City of Vallejo**



*Solano Transportation Authority*

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 429-2894



January 8, 1997

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Dear STA Partner:

This past year marked the successful implementation of the Board's strategic organizational plan of 1995. As proposed in the plan, the STA hired its first full-time executive director and the agency was moved outside the County of Solano's umbrella to promote transportation projects as an independent advocate for the seven cities and the county.

Martin Tuttle  
Executive Director

Beyond the agency's new logo, web site and administrative details of the reorganization, the STA made great strides in advancing projects throughout the county.

In April, the Board adopted its first list of "Priority Projects", which placed a far greater emphasis on the STA for project delivery than ever before. This report includes a status report on those sixteen projects, which range from bike routes throughout the county to the timely construction of new bridges at Benicia-Martinez and Carquinez.

The STA is now poised to advance a vision for Solano that builds toward a complete transportation system -- regional roads, trains, buses, ferry service and freeways. The commitment by the Board and staff to that vision, along with our working relationship with you and other key partners, portends well for success in 1997.

We are fortunate to have you and your agency as a STA partner, and look forward to continue working with you to advance Solano projects in the context of a workable regional system.

Sincerely,

Martin Tuttle  
Executive Director

# 1996 ❖ IN ❖ REVIEW



## January

- Vice-Mayor Steve Lessler elected chair and Vice-Mayor Gary Tatum elected vice-chair
- 1996 ADA Plan is approved

## February

- Martin Tuttle becomes first full-time executive director
- Monthly newsletter initiated
- New prioritized 5-year Bicycle/Pedestrian Plan is approved

## March

- Chairman Lessler and Mayor Jim Spering host reception to introduce the new executive director
- Internet home page is created
- New Solano BART Express commuter bus commences between Vacaville and Pleasant Hill BART via Fairfield
- BCDC approves Highway 37 White Slough Specific Plan
- Voters approve Proposition 192, the \$2 billion bond to seismically retrofit state highways and bridges

## April

- Board's priority project goals for current fiscal year adopted
- Clean Air Funds for Benicia, Solano Commuter Information, Suisun City and Vallejo approved
- Stacy Medley hired as first full-time executive assistant and STA offices move to Suite 200
- CTC approves TCI grant for Dixon's multi-modal facility
- Fourth daily Capitol Corridor train begins service
- Joint subcommittee of STA and Contra Costa Transportation Authority begin meetings to resolve scoping issues to accelerate the proposed Carquinez Bridge replacement project

## May

- Work begins on the Highway 37 concrete safety barrier project
- Vacaville completes an additional segment of the Alamo Creek bike route
- TDA claims for planning/administration and Solano Paratransit approved

## June

- MOU is signed with the city of Vacaville for accounting, benefits and legal services
- Chairman Lessler appoints Steering Committee to guide the Intercity Transit Plan study
- William R. Gray & Company is retained to monitor the Benicia-Martinez and Carquinez bridge projects
- Vacaville commences new bus service to Travis AFB



## **July**

- STA becomes an independent public agency
- Korve Engineering selected to prepare the I-80 Reliever Route Implementation Plan
- PVEA Triangle Study highlights need for an auxiliary lane at the I-80/680 interchange
- Solano Commuter Information reports an increase in the use of alternative commute modes in the county
- Governor signs bill establishing a joint powers board to manage the Capitol Corridor trains

## **August**

- Governor signs bill authorizing MTC to consolidate duplicated transit functions
- Mayor Hayes and Mayor Sperring appointed to the new Capitol Corridor Joint Powers Board (CCJPB)

## **September**

- I-80 Reliever Route Agreement approved for \$6.7 million project between Fairfield and Vacaville
- Michael Jones & Associates is hired to prepare a Bike Route Implementation Plan
- MTC's annual Unmet Needs hearings is held in Fairfield
- Courage Drive Health Shuttle service is reinstated

## **October**

- Transportation Funding Workshop is held
- Nelson /Nygaard Consulting Associates selected to prepare the Intercity Transit Coordination Study
- Contract with the city of Fairfield to operate Solano Paratransit is approved
- Support for rail transit capacity on the new Benicia-Martinez bridge is reconfirmed
- \$2 million in federal STP funds is advanced to complete the Highway 12 widening project
- Korve Engineering is selected to prepare an Action Plan to fund I-80/I-680 improvements

## **November**

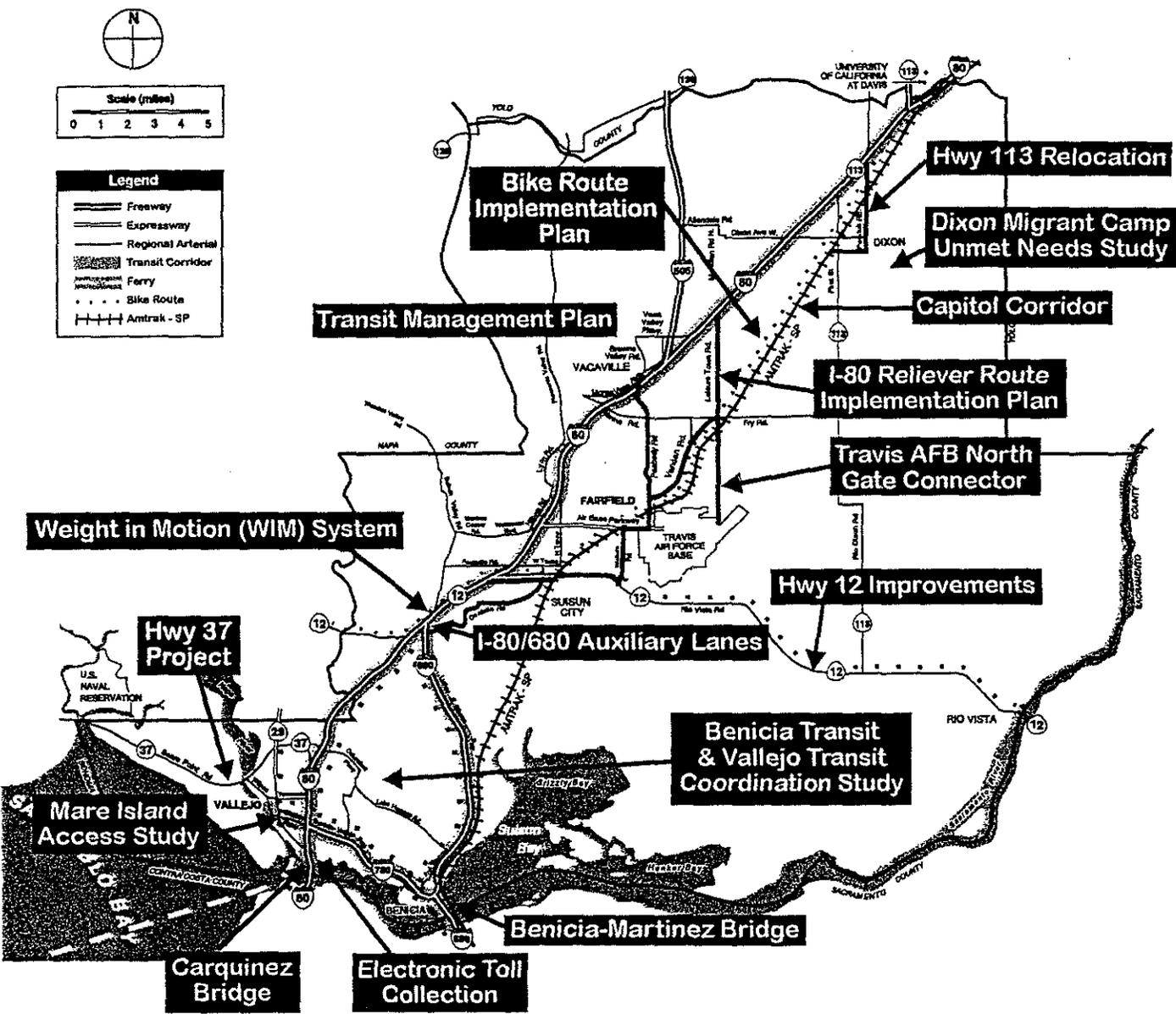
- Mayor Don Erickson is elected vice-chair, replacing leaving Board member Gary Tatum
- State Transit Assistance (STA) funds approved for five new Fairfield/Suisun Transit buses and Solano County's cost share of the Courage Drive Health Shuttle
- Wilbur Smith Associates hired to study rail options for the new Benicia-Martinez and Carquinez bridges
- Capitol Corridor JPA Agreement is approved
- BAAQMD awarded \$392,000 clean air grant to construct portion of the I-80 Solano Bikeway

## **December**

- Grand opening is held for the completed Highway 12 widening project
- Representative Frank Riggs appointed to House Transportation and Infrastructure Committee
- Vacaville's Rischa Slade joins Board

DRAFT

# Solano Transportation Authority (STA) Priority Projects 1996-97



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## Benicia-Martinez Bridge Project

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

**Lead Agencies:** Caltrans, STA and City of Benicia

**Project Summary:** Caltrans is proceeding with planning of the second Benicia-Martinez bridge project, which was funded by Regional Measure One bridge toll revenues. The City of Benicia, partially supported by funding from the STA, has retained a consultant (Bill Gray) to monitor the development of the project. Key issues include:

- Caltrans has determined the design of the new span will be similar to the current bridge -- concrete box girder.
- The California Transportation Commission needs to approve additional RM1 funding to upgrade bridge deck to accommodate single rail track in the future.
- Caltrans has identified a maintenance warehouse facility site in Vallejo instead of the reconstructed 680/780 interchange area.
- Caltrans is seeking wetlands mitigation site north of the project at Benicia.
- Retain project consultant to monitor critical items and provide advocacy on issues of concern to the City of Benicia and the STA, including the prospect of Martinez-Benicia ferry service to mitigate construction impacts on traffic flow.
- Wilbur Smith Associates to complete rail alignment study on January 31.

**Status:** STA/CCTA subcommittee have been meeting monthly to spearhead the project. STA approved a contract with Wilbur Smith and Associates to develop a Long Range Rail Alternative Report to consider rail options for the Benicia and Carquinez bridges. MTC supported the STA's position to provide \$5.8 million in RM1 to upgrade the bridge deck to accommodate rail on December 18—the issue now goes to the CTC for final approval. EIR/EIS to be certified in early 1997 with final design to begin immediately thereafter. Grading slated to begin in the second quarter of 1998 and project completion in Fall 2001.



## Carquinez Bridge Project

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

**Lead Agencies:** Caltrans, STA and City of Vallejo

**Project Summary:** Caltrans announced that it may not be feasible to seismically retrofit the oldest of the two existing Carquinez bridges and, as a result, are proposing to accelerate construction of the new bridge. The oldest bridge, the westbound span, was built in 1927 and would cost an estimated \$70-90 million to retrofit. In addition, the retrofitting would involve replacing the deck, which would severely adverse traffic flow on Interstate 80.

The new bridge was authorized by the passage of Regional Measure One in 1988 and the project was originally included in the 1992 State Transportation Improvement Program (STIP) for construction in 1998 at a cost of \$280 million. Key issues include:

- Resolve scoping issues with Caltrans and the Contra Costa Transportation Authority (CCTA), including type of bridge, transit capacity, short and long term impacts to Interstate 80 through the City of Vallejo, and construction impacts.
- Working with local officials and the public to develop the project.

**Status:** Caltrans is working with STA, the City of Vallejo, CCTA and local interests to resolve major project scoping issues before proceeding with design. STA approved a contract with Wilbur Smith and Associates to develop a Long Range Rail Alternative Report to consider rail options for the Carquinez and Benicia bridges. The decision whether or not to provide funding to design the bridge for future rail must be determined by the California Transportation Commission by April, 1997 in order to keep the design schedule in tact. A draft environmental impact report is underway and expected to be circulated in early 1997. Design of project is planned for mid 1997. Construction is expected by 2001.



## **Benicia Transit and Vallejo Transit Coordination Study**

**Goal:** Provide a seamless transit system to the residents of Benicia and Vallejo

**Lead Agencies:** City of Benicia and City of Vallejo

**Project Summary:** Evaluate the current operations of both transit system and provide recommendations for more efficient service. This may include:

- Modification of route and services
- Additions/cutbacks in services
- Consolidation of services:
  - Fixed route
  - Paratransit
  - Entire system

**Status:** An RFP is planned to be released in March 1997 with a completion date expected in the latter part of 1996-97.



## Bike Route Implementation Plan

**Goal:** Outline a plan to implement remaining segments of the primary bike route in the Countywide Bicycle Plan

**Lead Agency:** STA

**Project Summary:** This is a follow-up to our 1995 Solano Countywide Bicycle Plan. Particular attention would be given to prioritizing and implementing the key remaining gaps of the primary bike route.

- Prepare an updated corridor alignment/conceptual plan, description and funding arrangement for remaining unfunded segments of primary bike route for use in grant proposals.
- Assist staff to investigate and apply for additional funding (i.e. PVEA, TEA, CMAQ, BLA, etc.).
- Work with the Solano Bicycle Advisory Committee, affected member jurisdictions and other interested organizations to agree on an implementation plan for major segments, secure financial participation, and develop public and political support to substantially implement the primary bike route by the year 2005.
- Identify effective ways to maintain bike route improvements and provide liability coverage and security provisions at little or no direct cost to general funds of participating member jurisdictions.
- Work with U.P. and PG&E to obtain necessary easements or alternate alignments to implement the applicable portions of primary bike route system.

**Schedule:** Michael Jones and Associates was retained by the STA to provide these tasks during 1996-97. A Clean Air Fund application for the Solano Bikeway from Vallejo-Fairfield was approved for \$392,000 by the BAAQMD. Vallejo TEA application was placed on the Bay Area contingency list pending CTC determination of funding availability. The STA also submitted an Environmental Enhancement and Mitigation Program application requesting \$174,000 to complete funding of the project. Project study reports were completed for the Dixon-Davis Rail Trail and the I-780/Bay Trail Connector in Benicia.

## Capitol Corridor

- Goal:** Promote continued development of comprehensive passenger rail service on the Capitol Corridor.
- Lead Agencies:** STA, Capitol Corridor Joint Powers Board (CCJPB)
- Project Summary:** The Capitol Corridor passenger rail service was implemented in 1991, serving the Interstate 80 corridor from Roseville to San Jose with a local stop at Suisun City. A fourth round trip was added to the current three daily round trip schedule on April 14, 1996. Key issues for the service include:
- Assisting Capitol Corridor Joint Powers Board (CCJPB) to oversee the management of the service. CCJPB is represented by Mayor Jim Spering, who serves as its Chair, and Mayor Jerry Hayes.
  - Improving the current annual ridership of approximately 360,000 and fare revenues.
  - Keeping the proposed Proposition 116 funded capital improvements on schedule in order to increase train speeds and frequency.
  - Monitoring the impacts of the Union Pacific Railroad merger with the Southern Pacific Railroad, which may increase levels of freight traffic over the route and delay passenger trains.
  - Upgrading the current Suisun/Fairfield Station and developing passenger stations at Fairfield-Vacaville, Dixon and Benicia as outlined in the Solano Rail Facilities Plan.
- Status:** Track improvements are expected to take 2-3 years to complete. Merger became effective on September 12, 1996. TCI funds have been programmed for R-O-W acquisition for the Fairfield-Vacaville station. A TCI grant was approved for the Dixon station R-O-W by the CTC on March 28. The STA submitted a 1997-98 TCI application for parking, landscaping and other improvements to help support ridership at the Suisun-Fairfield station. SB 457, authorizing the Capitol Corridor Joint Powers Board, was signed into law by the Governor on July 20, 1996. Mayor Spering was appointed Chairman and STA's Martin Tuttle was appointed to a team to negotiate the interagency transfer agreement with the State.



# Dixon Migrant Camp Unmet Needs Study

**Goal:** Provide adequate transportation services to the seasonal population of the county migrant labor camp near Dixon

**Lead Agency:** Solano County

**Project Summary:** A study to determine the special transportation needs of the subject population.

- Evaluate the special characteristics and transportation needs of the migrant worker population at the camp.
- Cooperate with the appropriate agencies and transit providers to ensure that the needs are adequately addressed.

**Status:** This study has been completed. Initial trial service from September - October was implemented on Wednesday mornings with City of Dixon vehicles. Additional trail service will be tried in the spring of 1997 to see if there is sufficient demand for service.



## **Electronic Toll Collection**

- Goal:** Ensure the electronic toll collection program is implemented and technology fully utilized to benefit Solano County commuters.
- Lead Agency:** Caltrans and STA
- Project Summary:** The Carquinez Bridge will be the first site for the new electronic toll collection system being implemented statewide. Electronic payment services provide travelers with a convenient electronic means of making en route payments for use of transportation facilities. Future applications of the system include use for road tolls and parking charges. The potential benefits of the electronic payment system include the reduction of delays for travelers, reduction in the need for travelers to carry cash, increased security for both travelers and transportation facility operators, collection of system use statistics, reduction of fraud, and facilitation of the use of variable charge rates. The Benicia-Martinez Bridge is slated for electronic toll collection in mid 1997.
- Status:** An improved system is expected to be tested on the Carquiniz Bridge in April 1997 and open to the public by late 1997.



## Highway 12 Improvements

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

**Lead Agency:** STA and Caltrans

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

- Increased enforcement activities on Route 12.
- Complete highway improvements from Scandia Road to the Denverton railroad bridge.
- Establish minor operational improvements at the Route 12/113 intersection.
- Work with Solano County and Caltrans to ensure that improvements are made at the Scally Road intersection.
- Preparation of preliminary engineering reports for two future State Highway Operations and Protection Program (SHOP) projects.
- Work with MTC, Caltrans and Rio Vista to include long term (Track I and II) improvements in the Regional Transportation Plan (RTP).
- In addition to HR 45 recommendations, the STA will work with Suisun City and Caltrans to ensure the timely completion of the expressway project on Highway 12 in Suisun City.

**Status:** This is an ongoing project and reports will be made to the Board as improvements are made. The STA is applying for \$200,000 of Transportation System Management (TSM) funds to interconnect two signals on this route and the application has been submitted by Caltrans District 4 to Sacramento. The STA helped facilitate the advancement of Reliever Route funds (Fairfield's portion) to Highway 12 widening project in Suisun City that allowed completion of construction in December.



## Highway 37 Project in Vallejo

**Goal:** Implementation of all elements of the White Slough Specific Area Plan and approval of the EIR/EIS.

**Lead Agencies:** Caltrans, STA, and City of Vallejo

**Project Summary:** The first phase of the Highway 37 project would widen Highway 37 from the Napa River Bridge up to Highway 29 in the City of Vallejo.

The project requires fill of wetland areas under the jurisdiction of BCDC. State law does not allow the fill of wetlands under BCDC's jurisdiction for transportation projects. Special legislation (Hannigan) allowed an exception for thirteen acres to accommodate this project. One of the conditions of the legislation was the development of a Specific Area Plan for the White Slough area.

BCDC must be assured that implementation of certain elements of the White Slough Specific Area Plan is in progress prior to issuance of a permit to begin construction on the roadway improvement portion of the Plan.

Three actions must be accomplished this fiscal year to ensure that the Highway 37 project remains on schedule:

- Implementation of certain elements of the White Slough Specific Area Plan
- Draft EIR/EIS this summer
- Final EIR/EIS this fiscal year

**Status:** Ongoing for duration of this fiscal year. Contract with William Gray and Company has been approved to help provide monitoring and status reports for this project. North Bay Corridor Study is now underway by MTC to identify additional east-west transportation improvements needed in the area.



## Highway 113 Relocation

**Goal:** Implementation of the Preliminary Engineering and Environmental Review Process for this project.

**Lead Agencies:** Caltrans and City of Dixon

**Project Summary:** The current alignment of State Route 113 runs through Downtown Dixon and creates a bottleneck between West A Street and the S.P.R.R. This impacts regional traffic flow between Rio Vista and Interstate 80 as well as local traffic.

The most frequently discussed alternative route is to move SR 113 from Rio-Dixon Road east via Midway Road and onto Pedrick Road. Caltrans will have to approve the alternative route, intersection design speeds, roadway and shoulder widths, and the pavement thickness. Based on Caltrans' initial requirements, the cost could range from \$3.3 to \$8 million.

The City of Dixon has applied for 1997-98 STP Discretionary and CMAQ funds to fund the preliminary engineering and environmental review process for this project. Pending approval of one of these funding sources, the City will need assistance coordinating the process to keep the project moving and to ensure all the necessary approvals are secured. State requirements will not allow the STP or CMAQ funds to be used for a "project manager." STA and City funds would be used.

**Status:** The CMAQ application that has been submitted is pending fund estimates from the Sacramento Area Council of Governments (SACOG). Subject to funding, the engineering/environmental work is expected to be started during FY 1997-98



## **I-80/680 Auxiliary Lanes**

**Goal:** The plan should outline a strategy that will result in funding for the subject improvement.

**Lead Agency:** STA

**Project Summary:** The junction of Interstate 80 with Interstate 680 is one of the most congested segments of the I-80 Corridor in Solano County. Daily traffic volumes on this segment exceed 100,000 vehicles per day. The EIR for the Benicia Bridge identified this improvement as the most needed improvement in the traffic impact area of the new Benicia Bridge. The cost estimate contained in the Project Study Report for the overall I-80/680 Interchange estimates this preliminary phase to cost \$4.2 million. This project is currently unfunded.

Delays are caused at this interchange due to high volumes and inadequate merging distance. The auxiliary lanes would extend the distance available to the merging traffic, and reduce delays.

The financial plan would include:

- A list of possible funding sources
- Requirements for securing each funding source
- Process for securing each funding source
- Estimated construction date under each funding scenario
- Level of competition for each funding source
- Recommended strategy, including alternative strategies

**Status:** The STA prepared an RFP for consultant services for an Action Plan to advance the project and three proposals were received. The STA Board selected a consultant at their October meeting with the plan completion date expected by early 1997.



# I-80 Reliever Route Implementation Plan

**Goal:** Outline a plan for the implementation of the I-80 Reliever Route

**Lead Agency:** STA

**Project Summary:** The route runs from Cordelia Road at I-680 to the Leisure Town Road interchange in Vacaville. The system includes Cordelia Road from I-680 to State Route 12, State Route 12 from Cordelia Road to Walters Road, Walters Road, Air Base Parkway from Walters Road to Peabody Road, Peabody Road from Air Base Parkway to Alamo Drive (also includes Vanden Road to Alamo Drive), Alamo Drive to Leisure Town Road, and finally, Leisure Town Road to I-80.

The Reliever Route parallels I-80 for approximately 18 miles of the most congested portions of I-80 in Solano County. Bypassed links of I-80 in the Cities of Fairfield and Vacaville currently operate at level of service "F". The 1995 Caltrans Route Segment Report shows volumes of over 125,000 AADT on some impacted segments of I-80.

The overall objective of the I-80 Reliever Route is to make critical improvements to both links and intersections along the route to allow this system of roads to provide an attractive alternative to travel on I-80 for local trips. Major tasks would include:

- Develop logical project segments
- Develop detailed cost estimates
- Develop overall project schedule
- Identify additional funding sources
- Identify logical extensions of the project
- Develop geometric schematics

**Status:** The STA retained Korve Engineering at their July meeting and the plan is expected to be completed by early 1997. The STA approved a cooperative agreement at the September Board meeting.



## Mare Island Access Study

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

**Lead Agency:** City of Vallejo

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

In 1994 Congressman George Miller obtained a \$500,000 Demonstration Project Grant to fund this Mare Island Access Study. To date, the City has been unable to proceed with this study due to the lack of the 20% local match (i.e. \$100,000) required. The intent is to use \$50,000 of local funds, and \$50,000 of State monies to match the \$400,000 of federal demonstration monies that have been appropriated.

**Status:** City is seeking additional funds to match federal funds.



# Intercity Transit Coordination Study

**Goal:** Explore administrative and program options to improve the operation of transit in Solano County, with initial emphasis on intercity transit and paratransit systems.

**Lead Agency:** STA

**Project Summary:** This is a follow-up to the 1995 Solano Intercity Transit Concept Plan to further explore and better define its major recommendations. STA will retain a transit consultant to work with a four member Transit Steering Committee of the Board. This review will be conducted from the perspective of reviewing options and enhancing intercity transit and paratransit services in Solano County. The initial review would not encompass city fixed routes. The primary goal is to determine potential cost savings and service upgrades through alternative management structures for intercity and paratransit routes (not local fixed routes). Major tasks would include:

- Determine added value of establishing a countywide intercity transit and paratransit system or arrangements between cities.
- Update service changes.
- Evaluate Solano Paratransit and other paratransit and intercity capital, operating and financial needs.
- Consider a common fare policy.
- Explore the feasibility of redefining a multi-jurisdictional transportation information agency.

**Status:** The STA's Transit Steering Committee approved a scope of work. An RFP was sent out in August and Nelson Nygaard Consulting Associates was selected by the committee and the STA Board in October. The plan was commenced in November, stakeholders interviews were underway in December with a completion date by July 1997.



## **Travis AFB North Gate Connector**

**Goal:** Improve safety and traffic circulation

**Lead Agency:** Solano County

**Project Summary:** This project is an expansion and extension of North Gate Road. The improved route would be 40 feet wide with a shoulders for bicycles, and an at-grade crossing at the Southern Pacific Rail Line.

- Cooperate with the U.S. Air Force to identify possible funding sources.
- Lobby the Department of Defense to fund the actual road improvement project.

**Status:** Ongoing effort for fiscal year 1996-97. At the October meeting the STA Board sent a letter to congressional delegation in support of federal funding for the project.



## **Weigh in Motion (WIM) System at Cordelia Truck Scales**

**Goal:** Weigh in Motion (WIM) Systems at the Cordelia truck scales to improve traffic flow on the Interstate 80 corridor.

**Lead Agencies:** Caltrans and STA

**Project Summary:** Weigh-in-Motion (WIM) is a technology for automatically weighing trucks on the highway travelling at normal highway speeds. The technology is being developed for nation-wide implementation under the auspices of federal and state DOT's, state highway patrols, and the trucking industry.

With WIM, trucks would be weighed as they roll over sensors imbedded in the pavement about one mile before the weigh station. A transponder on the truck would identify its electronic license plate number as it rolled over the scale, and trigger a roadside database that would automatically check the truck's registration and vehicle inspection record. If a truck satisfies all the checks, a roadside transmitter would activate a green light signal in the truck cab allowing it to continue on its trip with no interruption. If any problems were detected with the truck, or if the CHP wished to do a random inspection, a red light would be activated in the truck telling it to pull over at the next weigh station.

The project would reduce weaving and merging with auto traffic as trucks exit and re-enter the freeway, and would thus reduce congestion and improve safety.

This project, along with the electronic toll collection program, could provide a synergy and make the Interstate 80/680 triangle a prime candidate for full instrumentation as an Advanced Traffic Management System.

Tasks to be completed include:

- Ensure project listed in the MTC Intelligent Transportation System Early Deployment Plan (ITS EDP)
- Ensure project attains a high priority in the nine county region
- Monitor MTC's funding strategy for the ITS EDP and look for other funding sources to promote the I-80/680 triangle as a prime location for an Advanced Traffic Management System.
- Evaluate the operations of the Cordelia Truck Scales

**Status:** A construction contract has been awarded and the WIM system should be installed at the Cordelia Weigh Station by early 1997.



## Solano County Transit Services

<b>Benicia Transit</b>	Local fixed route, regional fixed route, and local paratransit service <u>Regional Route(s)</u> <ul style="list-style-type: none"><li>● Service from Vallejo downtown down the I-680 corridor to Pleasant Hill BART</li></ul>
<b>Dixon Redit-Ride</b>	Local general dial-a-ride service
<b>Fairfield/Suisun Transit</b>	Local fixed route, regional fixed route, and local paratransit service <u>Regional Route(s)</u> <ul style="list-style-type: none"><li>● Service between Fairfield and Vacaville on the I-80 corridor</li><li>● Commuter service from Vacaville to Pleasant Hill BART along the I-680 corridor</li></ul>
<b>Rio Vista Transit</b>	Local and regional general dial-a-ride service
<b>Solano Transportation Authority</b>	Regional fixed route and northern county regional paratransit service <u>Regional Route(s)</u> <ul style="list-style-type: none"><li>● Commuter service between Fairfield and Davis along the I-80 corridor</li></ul> <u>Regional Paratransit</u> <ul style="list-style-type: none"><li>● Solano Paratransit</li></ul>
<b>Vacaville City Coach</b>	Local fixed route and local paratransit
<b>Vallejo Transit</b>	Local fixed route, regional fixed route, local paratransit, and southern county regional paratransit service <u>Regional Route(s)</u> <ul style="list-style-type: none"><li>● Service from Fairfield down the I-80 corridor El Cerrito del Norte BART</li><li>● Service between Fairfield and Vallejo with a stop at the Solano Community College</li></ul> <u>Regional Paratransit</u> <ul style="list-style-type: none"><li>● Vallejo/Benicia Run About</li></ul>



## Additional Transportation Services in Solano County

- **Solano Commuter Information (SCI)** is a full service ridesharing agency that provides individual commute assistance, personalized rideshare matchlists, vanpool formation assistance, employee commuter surveys, worksite events, employee site relocation assistance and information on all the local and regional transit systems.
- The **Vallejo Ferry** provides four round trips daily from the Vallejo Ferry Terminal to the S.F. Ferry terminal or Pier 39. The trip takes one hour and service is provided on the comfortable 365 seat Jet Cat Express. Vallejo is in the process of purchasing two additional 300 seat ferries expected to be in service by March 1997.
- The **Capitol** passenger rail service provides four round trips daily with a stop at the Suisun/Fairfield station. New double-decked cars and a new dining car were recently added to the system. The Capitol Corridor Joint Powers Board is expected to assume the management responsibilities of the service in mid-1997. Improvements to the existing station and three new stations are eventually planned to increase ridership.
- The **Vacaville Telecenter** is designed to reduce commuting by providing a well equipped off-site office to the public with phones, faxes, copiers, computers and other services provide an alternative to single-occupant driving. The telecenter is located at 1102 Alamo Drive, Vacaville.
- The **I-80 Vanpool Incentive Program**, funded by Caltrans and administered by SCI as a mitigation measure for the I-80 reconstruction project, provides a \$100 cash incentive for vanpool riders who participate in the I-80 Vanpool Program.
- **Solano Bikeways** provide an enjoyable alternative for commuting to work. Some of the local routes include Alamo Bikeway in Vacaville, Laurel Creek and the Linear Park in Fairfield, the California State Park bike/pedestrian route in Benicia and Columbus Parkway and in Vallejo. New proposed or planned bikeways include the I-80 Solano Bikeway between Vallejo and Fairfield; Wilson Way/Mare Island, Benicia Road and other bike lanes throughout Vallejo; bike lanes along West 7th St. and Military West in Benicia; additional linear park segment in Fairfield; a bike route adjacent to the recent Highway 12 improvements in Suisun City; bike lanes on new Pleasant Valley Bridges; a bike bridge along Alamo Creek in Vacaville; and a proposed Class 1 Bike Route from Fairfield-Vacaville-Dixon-Davis.



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333 Sunset Avenue, Suite 200  
Suisun City, CA 94585**

<b>Fax number</b>	<b>(707) 438-0656</b>
<b>Web site</b>	<b><a href="http://www.sta.dst.ca.us/">http://www.sta.dst.ca.us/</a></b>

## 9.1 Update on Paratransit Coordinating Council (PCC). (Matt Todd)

At the November Board meeting, staff was directed to work with the PCC on recommendations to increase citizen and paratransit service user participation in the PCC, and to review the membership categories.

The PCC meeting was held on December 20, and staff and the PCC have the following recommendations. Some of these can be implemented right away and others need a change in the bylaws.

### 1) Schedule less meetings for the year.

The bylaws specify that the PCC needs a minimum of six regularly scheduled meetings a year. Less meetings would make it easier to commit to serving on the committee for new applicants. It would also give more action items to the meetings we do hold. The cities and county would have less convenience in bringing items through the PCC. If an urgent item comes up in an off month, the PCC could call a meeting in a scheduled off month if necessary. Any committee meetings could also be held in the off months.

The PCC would like to start a community liaison committee that would have a monthly schedule so the community can easily access the PCC. In the future, all community issues would go through this committee as well, even in the months with the regular meetings. Staff will bring a proposed calendar of the PCC meetings to the PCC meeting in January. The new committee would be addressed in a bylaw revision.

### 2) Membership Categories

The bylaws specify three transit users. Staff and the PCC recommend changes to the membership categories so the three transit users can be any one of the three categories currently listed.

Also, we propose to increase the amount of Transit Users positions by one. This will make the number of users and member-at-large positions equal to the number of positions in the remaining six categories consisting of public agencies and social service providers.

<u>Current</u>	<u>Proposed</u>
Transit Users	3 Transit users who are either
1 Elderly Position	elderly, handicapped, or low
1 Handicapped Position	income
1 Low Income Position	1 Paratransit Position

These membership issues would be addressed in a bylaw revision.

### 3) Appointments to the PCC

Require the individuals recommended for appointment to the PCC to attend the STA Board meeting where the Board would approve the appointment, and to address the Board, as at the PCC level, as to why they want to become a member. We would have to ensure transportation for the transit dependent from the Board meeting since it often runs late into the evening.

#### 4) Board Liaison

The PCC should appoint a member to attend the STA Board meetings. The liaison could present any PCC recommendations to the Board and add comments at the public or staff comments item. Again, transportation may have to be addressed for a transit dependent member.

There are other issues the PCC and staff would like to address, but due to time constraints, could not be discussed at the December PCC meeting. These issues will be on the January PCC agenda. These issues include if the PCC minutes should be in the STA Board packet and the issue of transportation contractors under contract with member jurisdictions and if they should be voting members on the PCC.

Other issues the Board raised at the November meeting that are answered by the Transportation Development Act statute §99238 include:

1) Comment - Why is the Council term three years.

Response - The TDA statute §99238b specifies the term on the council at three years and that term may be renewed for a subsequent three years.

2) Comment - Why aren't members appointed on a regional basis (i.e. a member representing Vallejo/Benicia, Fairfield/Suisun, Vacaville, etc.) and why are minorities specified in the bylaws (Article V Section 2).

Response - The TDA statute §99238b states: "In appointing council members the transportation planning agency shall strive to attain geographic and minority representation among council members." Previous bylaws of the Solano PCC had a specific "minorities" category that was replaced by the more general "member-at-large" category in 1993 revision of the bylaws.

Staff and the PCC will begin the bylaw amendment process at the January PCC meeting. This process is set in the bylaws and is attached (Article XI of the bylaws). The Board approves the final bylaws the PCC proposes. The recommendations that do not require a bylaw amendment, such as the less meetings in the year concept, will be implemented and reported back to the Board on the status and effectiveness at a later date.

*PCC BYLAWS*

**ARTICLE XI            AMENDMENTS, CORRECTIONS OR CHANGES IN THE BYLAWS**

Section 1.        Recommendations for amendments of these bylaws, in whole or in part, may be made by a majority vote at any duly organized meeting of this Council, provided that a copy of any amendment proposed for consideration shall be mailed to the last recorded address of each member at least thirty (30) days prior to the date of the meeting.

**ARTICLE XII           CONFLICT OF INTERESTS**

Section 1        No member of the Council shall make, participate in making, or use his/ her official position as a member to influence a Council decision in which he/she has a financial interest or a conflict of interest. A conflict of interest shall include, but is not limited to, a Councilmembers's membership in or affiliation with any organization which would benefit from any action under consideration by the Council.

[Recommended by the PCC at their meeting of November 17, 1995;  
Revised and Approved by the Solano Transportation Authority Board on December 13, 1995]

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