



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 429-2894

DECEMBER MEETING

6:00 p.m.

December 11, 1996

STA Board Room

333 Sunset Avenue, Suite 230

Suisun City, CA

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

Members:

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

Martin Tuttle
Executive Director

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.

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 November 13, 1996.

6.2 Draft Minutes of November 26, 1996 TAC Meeting.

6.3 Section 8 funding agreement for Intercity Transit Coordination Study.
Page 37 (Dan Christians)

6.4 Request from the City of Rio Vista to participate in the Abandoned
Vehicle Abatement Program (AVAA). Page 41 (Matt Todd)

7.0 ACTION ITEMS FINANCIAL

7.1 Revised STA budget format and appropriation adjustments.
Page 43 (Martin Tuttle)

8.0 INFORMATION ITEMS NO ACTION NECESSARY

- 8.1 Update on the development of the Long Range Rail Alignment Report (LRRAR).
Page 49 (Martin Tuttle)**
- 8.2 Track 2 of the 1998 Regional Transportation Plan update.
Page 51 (Michelle Morris-Brubaker)**
- 8.3 Update on the Highway 37 project. Page 57 (Bill Gray, Gene Berthelson)**
- 8.4 Board Members Comments.**
- 8.5 Adjourn (Next Meeting: January 8, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

December 11, 1996
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 4, 1996
TO: STA Board
FROM: Martin Tuttle *Mt*
RE: EXECUTIVE DIRECTOR'S REPORT

ADMINISTRATION

Martin Tuttle
Executive Director

Accounting/budget. As reported to the board last month, our auditor has established our final 1995/96 fund balances. Changes in our budget format are now proposed to better conform to the city of Vacaville's accounting system. Staff also proposes to set aside \$60,942 in equity of CMP funds, as determined by the auditor, for project development in 1997/98 and transfer \$13,000 from current year reserves to cover increased communications costs (see agenda item 7.1).

Year-In-Review. Enclosed in this report is a summary of major STA project and organizational milestones which occurred this year. These accomplishments set the foundation for an even more productive year in 1997.

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

Richmond Parkway Grand Opening, Richmond, November 14

Attended the opening of the \$200 million Richmond Parkway Transportation Facilities project. The STA supported the use of Regional Measure 1 funding as a component of this local/regional/state/federal investment. Vallejo Transit will make stops at the transit center (see attached news article).

Caltrans Project Development Team, Oakland, November 14

Attended the regular Carquinez Replacement Bridge PDT meeting to learn that Caltrans has narrowed its design options for the new bridge to the cable stayed and suspension bridge options. The arch design was deleted due to its relatively high construction and maintenance costs, as was the truss design for its high maintenance requirements. The ultimate design decision will be made in March or April following public comment on the Draft EIS. The decision whether or not to include provisions for rail transit in the design must also be determined by that date.

Executive Director's Report, page two

Rail 2000 Conference, Sacramento, November 16

Attended the conference to hear presentations by UP's Mike Ongerth on the Capitol Corridor track improvement project and BT&H Agency's Ken Bosanko on the status of the joint powers board proposals. Ongerth reports that the track work may be completed as early as December 1997, with the signal improvements being completed 3-4 months after that date.

Highway 37 widening project, Vallejo, November 19

Joined Vallejo's Gary Leach and Ann Meredith, and Bill Gray at a meeting with Gene Berthelsen of Caltrans to discuss the status of the Highway 37 project. Gray and Berthelsen will provide the Board with a brief overview of the project (see agenda item 8.3).

Metropolitan Transportation Commission, Oakland, November 20

Met with MTC Transit Manager Ann Flemer and Deidre Heitman to discuss the Commission's approach to coordinate transit in the Bay Area in view of the recent enactment of SB 1474 (Kopp) and to update them on the status of the STA's Intercity Transit Coordination Study.

Institute of Transportation Engineers, Sacramento, November

Kim Kloeb and Matt Todd attended the ITE luncheon to hear Pete Hathaway, Chief Deputy Director of the California Transportation Commission, outline the 1998 STIP funding process.

Contra Costa Transportation Authority/STA subcommittee, Walnut Creek, November 21

Joined board members Hayes, Tatum and Spring at the meeting to receive project updates on the proposed Benicia-Martinez and Carquinez bridge projects. The subcommittee voted to support accommodating rail transit on the proposed new Benicia-Martinez Bridge after Caltrans reported its detailed cost estimate for upgrading the bridge deck for rail at \$5.8 million (see attached letter).

Highway 12 Grand Opening, Suisun City, December 3

The STA/Mayor Spring hosted event commemorating the completion of the Highway 12 widening project was well attended by STA board members, staff and our local and regional agency partners.

-- after agenda mailout --

Metropolitan Transportation Commission, Marin County, December 5, 6

To represent the STA at the annual MTC Partnership Board Workshop at the Marconi Center.

California Transportation Commission, Sacramento, December 9

To meet with CTC staff in regard to the 1998 STIP funding process.

Capitol Corridor Joint Powers Board, Suisun City, December 11

To join board members Hayes and Spring at the meeting of the new organization. I have been appointed to the CCJPB's team to negotiate terms of the transfer agreement between it and the state. These negotiations will officially begin on the 11th and are scheduled to conclude by December 31.

Executive Director's Report, page three

LEGISLATIVE REPORT: (none)

UPCOMING EVENT

December 11, 12	California Transportation Commission in Sacramento.
December 12	North Bay Corridor study meeting in Vallejo.
December 18	Metropolitan Transportation Commission meeting in Oakland.
December 19	Joint subcommittee of the STA and Contra Costa Transportation Authority in Benicia.
January 8	STA Board meeting in Suisun City.

(NOTE: Due to the Holiday schedule, the STA's Technical Advisory Committee (TAC) has been canceled.)

ATTACHMENTS:

Year-In-Review summary
STA Priority Projects -- status report
Key news articles and correspondence



Solano Transportation Authority

Year - In - Review

1996

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 Spring 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
- Staff 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

- Dixon and Benicia approve new short range transit plans
- 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 Cooperative Agreement is approved for the \$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
- MTC celebrates 25th year anniversary

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
- STA is awarded \$392,000 for BAAQMD clean air grant to construct portion of the I-80 Solano Bikeway

December

- Grand opening is held for the completed Highway 12 widening project

**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	-CCTA/STA subcommittee to met on 11/21 to receive Caltrans project updates -STA approved contract with Wilbur Smith and Assoc on 11/13/96
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	*	\$3,531	-STA Board approved funding application for Envir. Enhancement Mitigation Fund on 11/13/96 -Clean Air Fund application for Vjo-FF /I-80 route segment, funding has been recommended for \$392,000 pending on securing the local match -Vallejo TEA applic. on Bay Area contingency list, pending CTC determination of funds to be granted
Capitol Corridor STA	\$1,000	*	\$836	-STA Board approved JPA agreement 11/13/96 -Mayor Spering appointed as interim chairman of CCJPB -Suisun/Fairfield station TCI grant submitted 9/1
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 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 to present 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
I-80 Reliever Route Implementation Plan STA	\$5,500 \$25,000	\$50,000 *		-STA Board approved revised Cooperative Agreement on 11/13/96 -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		-Transit Steering Committee met with the contractor on 11/13 -Nelson/Nygaard 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
TOTAL	\$116,000	\$140,000	\$7,475	
		\$256,000		

* No funds allotted at this time



November 25, 1996

Lawrence Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Rail Transit on the new Benicia-Martinez Bridge

Dear Larry,

The joint subcommittee of the Contra Costa Transportation Authority (CCTA) and the Solano Transportation Authority (STA) has voted to support the augmentation of \$5.8 million in funding for the new Benicia-Martinez Bridge project for structural upgrades which would accommodate a single passenger rail track.

At our November 21 meeting, Caltrans informed the subcommittee of the \$5.8 million estimated cost to upgrade the structural capacity of the proposed new bridge to allow the roadway shoulders to be converted in the future to carry a single rail track. Given this provision would represent a relatively small additional cost to the current estimated \$288 million project, the subcommittee voted unanimously to support the funding augmentation.

As you know, both the CCTA and STA boards passed resolutions last month withdrawing earlier requests to augment the project's budget at a level of \$25 million for rail transit capacity, in view of the more cost-effective single track/shoulder conversion proposal. We hope that MTC will also support this requested augmentation.

Thank you for your attention to this issue.

Sincerely,


Robert McCleary, Executive Director
Contra Costa Transportation Authority


Martin Tuttle, Executive Director
Solano Transportation Authority

cc: CCTA/STA Subcommittee

GEORGE MILLER

7TH DISTRICT, CALIFORNIA

2205 RAYBURN HOUSE OFFICE BUILDING

WASHINGTON, DC 20515-0507

(202) 225-2095

DANIEL WEISS

ADMINISTRATIVE ASSISTANT

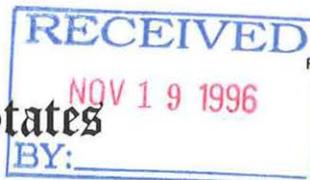
COMMITTEE ON RESOURCES

COMMITTEE ON ECONOMIC AND
EDUCATIONAL OPPORTUNITIES

VICE CHAIR

DEMOCRATIC POLICY COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-0507



DISTRICT OFFICES:
367 CIVIC DRIVE, #14
PLEASANT HILL, CA 94523
(510) 602-1880
MARY LANSING
DISTRICT DIRECTOR
3220 BLUME DR.
SUITE 281
RICHMOND, CA 94806
(510) 262-6500
1407 TENNESSEE ST.
VALLEJO, CA 94590
(707) 645-1888
TTY (202) 225-1904

November 15, 1996

Larry Dahms, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Dahms:

I am writing to urge Caltrans to include a rail option in its study of the replacement span for the 1927 Carquinez Bridge.

I had assumed that a rail alternative (either light or BART) on the bridge would be part of the EIS/EIR and I am very concerned that it is not. As you know, state legislation requires such an option be studied and I do not believe that space left between the bridge spans for future rail meets the intent of the legislation. Before rail is ruled out a complete analysis is needed in the EIS/EIR.

Thank you for your favorable consideration. I appreciate your response to my concerns at your earliest convenience. Please direct your letter to my field representative, Kathy Hoffman, at my Pleasant Hill District Office, 367 Civic Drive, Suite 14, Pleasant Hill, CA 94523.

Sincerely,


George Miller
Member of Congress
7th District, California

cc: Mayor Gloria Exline
Solano County Transportation Authority
Contra Costa Transportation Authority

**California Department of Transportation
Carquinez Bridge Project**

Summary of Replacement Bridge Design Options

I. Introduction

Many types of bridges were considered by Caltrans for the bridge replacement structure, and four basic bridge design types were ultimately identified for more in-depth study. These four bridge types: cable stayed, suspension, steel arch, and steel truss, are illustrated in Figure 1, attached.

Based on studies completed to date, the Department has decided to advance the cable stayed and suspension bridge options to 35% design. A final decision regarding the replacement bridge design will be made following review of public comments on the Draft Environmental Impact Statement (EIS), concurrent with the decision regarding a preferred alternative, which is now scheduled for March/April 1997.

All four possible bridge types would be designed to the same engineering and seismic safety criteria. Based on constructability studies to date, estimated construction costs would be within about 10 percent of each other, with the exception of the Steel Arch Design Option, which would have higher costs. The length of time to construct each type would vary only slightly. The main areas of difference between the four design options involve the cost and efforts associated with ongoing maintenance, construction techniques and the construction process, and potential impacts related to the number and placement of piers, construction activities, and the visual appearance of the bridges. A comparison of costs is provided in Table 1. Potential impacts of the various design types will be described in the Draft EIS.

II. Bridge Design Options

A. Cable Stayed Design

The first cable stayed bridges in the world were constructed in Europe in the 1940s and 1950s. Since that time, cable stayed bridges have been built in many different countries. Recent examples constructed in the United States include the Sunshine Skyway Bridge in Tampa, Florida, the I-205 Bridge over the Columbia River in the Pacific Northwest, the Dame Point Bridge in Florida, and the

Talmadge Bridge in Georgia. Cable stayed design involves the use of steel cables which are suspended from towers to support the bridge deck. To date, most cable stayed bridges in the world have consisted of one or two towers, with cables supporting two or three spans.

The Cable Stayed Design Option for a replacement Carquinez Bridge would construct one of the world's first three-tower cable stayed bridges, with a total of four spans. Each of the towers would be about 131 meters (430 feet) in height, and would use an "H-frame" design. Construction of a cable stayed bridge would cost between approximately \$134 and 138 million, depending on the design of the bridge deck. This range of costs is exclusive of the approach structures and ramps, and includes a 12-15% contingency. Construction of the Cable Stayed Design Option would take approximately 31-34 months. Total maintenance costs are estimated at \$17-33 million over a 125-year life span, with the range of costs again dependant on the type of bridge deck constructed.

B. Steel Arch Design

The "basket handle" steel arch bridge design would combine the graceful geometry of the arch and the modern look of a cable supported deck. Cables would extend vertically from the top of steel arches to the bridge deck. The Steel Arch Design Option for a replacement Carquinez Bridge would construct an arch structure of about 101 meters (330 feet) in height. Construction would cost approximately \$154 million exclusive of the approach structures and ramps, and would take approximately 28 months. Total maintenance costs are estimated at \$30 million over a 125-year life span. A steel arch bridge would be the fastest bridge type to construct, because large sections of the superstructure could be jacked into place at one time. This procedure would increase the risk during construction, and therefore the overall construction cost.

C. Steel Truss Design

Local examples of steel truss bridges include the two existing Carquinez Bridges, the Richmond-San Rafael Bridge, and eastern sections of the Bay Bridge. Steel truss bridges were considered risky or dangerous to construct when the first Carquinez Bridge was built in 1927, although they were later built throughout the world.

Steel truss bridges use rigid steel members, rather than cables, as a means of support, and are made up of various size vertical, horizontal, and diagonal steel beams. Truss bridges are generally rectangular in section, and support a deck on top of the truss, below the truss, or both on top and below. The number of towers and spans can vary dramatically, depending on the length of the channel crossing.

The Steel Truss Design Option for a replacement Carquinez Bridge would construct a three-tower bridge, to match the existing Carquinez Bridges. Each of the three towers would be approximately

92 meters (303 feet) in height. Construction of a steel truss bridge would cost approximately \$139 million, exclusive of the approach structures and ramps, and would take approximately 31 months. Total maintenance costs are estimated at \$77 million over a 125-year life span.

D. Suspension Design

Suspension bridges are familiar to Bay Area residents, given local examples such as the Golden Gate Bridge and western portions of the San Francisco-Oakland Bay Bridge, and have been favored for many years as the principal bridge type for long channel crossings.

Like the cable stayed type of bridge, the suspension bridge type involves the use of cables suspended from towers. In the suspension bridge, however, the principal cables are draped from the towers, and connected to "anchorage" on either end of the bridge. The bridge deck is supported by secondary vertical cables.

All suspension bridge designs proposed for the Carquinez Bridge Project incorporate two towers, three spans, and the anchorages, where the principal cables would be affixed onshore. Each of the two towers would be approximately 122 meters (400 feet) in height, and would use an "H-frame" design. Concrete anchorages would be constructed on both sides of the bridge, where the principal cables would tie into an incline shaft or a gravity structure anchored in bedrock. Construction of a suspension bridge would cost between approximately \$130 and 135 million, depending on the design of the bridge deck. This range of costs is exclusive of the approach structures and ramps. Construction of the Suspension Bridge Design Option would take approximately 31-33 months. Total maintenance costs are estimated at \$32-36 million over a 125-year life span, again with the range of costs dependant on the type of bridge deck constructed.

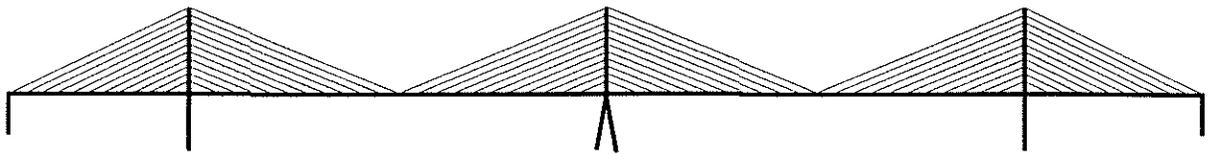
The Suspension Bridge Design Option would construct larger footings (foundations) than the other design options, although only two would be required within the Carquinez Strait. Bridge towers would be shifted towards the abutments (i.e. towards the shoreline), and could be out of line with the towers of the existing bridges. This shift would allow the new bridge to be moved closer to the existing structure(s), without compromising the width of the shipping channels. While providing overall advantages in terms of the quantity of new bay fill required, the Suspension Bridge Design Option may increase impacts to critical habitat of the Delta smelt, a federally listed special status species, due to pier placement.

Table 1
Carquinez Bridge Project
Replacement Bridge Design Options

Bridge Design Options	Length/Width	No. of Towers	Max. Height	Months to Construct	Cost to Construct	Maintenance Cost (total over 125 years)
Cable Stayed Bridge Design	1021 m (3,350 ft)/ 25 m (82 ft)	3	131 m/ (430 ft.)	31-34 months	\$134-138 million	\$17-33 million
Steel Arch Bridge Design	1021 m (3,350 ft)/ 25 m (82 ft)	3	101 m/ (330 ft.)	28 months	\$154 million	\$30 million
Steel Truss Bridge Design	1021 m (3,350 ft)/ 25 m (82 ft)	3	92 m/ (303 ft.)	31 months	\$139 million	\$77 million
Suspension Bridge Design	1021 m (3,350 ft)/ 25 m (82 ft)	2	122 m/ (400 ft.)	31-33 months	\$130-135 million	\$32-36 million

Notes: 1. The estimated construction schedule could be accelerated at an additional cost.
2. Construction costs are approximate main span costs for an 82' wide structure, and include a 12-15 % contingency. Costs assume a West or East Alignment. Center Alignment main span costs would be somewhat higher.
3. Maintenance costs are estimated for 125 years in 1996 \$, and provide a level-of-magnitude comparison only.

Source: Caltrans District 4, September 25, 1996; Caltrans Engineering Service Center, Office of Structures Design, November 13, 1996; and- "Constructability/Construction Engineering Analysis" of the four bridge types prepared for Caltrans by the National Constructors Group, July and September, 1996.



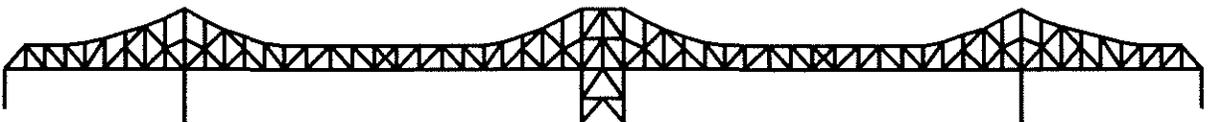
CABLE STAYED
THREE-TOWER, 353m (1175') SPANS



SUSPENSION
TWO-TOWER, 705m (2350') SPAN



STEEL ARCH
THREE-TOWER, 353m (1175') SPANS



STEEL TRUSS
THREE-TOWER, 353m (1175') SPANS

SOURCE: DE LEUW, CATHER & COMPANY



CALTRANS

CARQUINEZ BRIDGE PROJECT

Replacement Alternatives
Bridge Design Options

CARQUINEZ BRIDGE PROJECT
SUMMARY OF FINDINGS FROM CONSTRUCTABILITY STUDY
STRUCTURE MAIN SPAN (CONSTRUCTION AND MAINTENANCE) COST ONLY

Structure Type	Superstructure Type	Structure Width (feet)	Base Cost Estimate (\$ millions)	12-15% Contingency (\$ millions)	Total Const. Cost (\$ millions)	Maintenance Cost * (\$ millions) (Over 125 Yrs.)	Design Time (PS&E) Months	Const. Time (Award to Acceptance) Months	Risk/Issues
Suspension	Closed Cell Orthotropic Box	68	103.9	13.7	117.6	28.0	12 to 15	31	"Low" Possible Haz-Mat Presence at South Anchorage Cleanup Cost:\$1.4 million
		82	119.5	15.8	135.3	32.0			
	Structural Steel with Concrete Deck	68	99.1	14.1	113.2	31.0	12 to 15	33	
		82	114.0	16.2	130.2	36.0			
Stayed-Cable	Cast-in-place Concrete	68	105.3	14.7	120.0	15.0	15 to 20	34	"High" Center Pier Seismic Response Design/Const. Time
		82	121.1	16.9	138.0	17.0			
	Structural Steel with Concrete Deck	68	102.1	14.3	116.4	29.0	15 to 20	31	
		82	117.4	16.4	133.8	33.0			
Arch	Orthotropic Deck	68	117.0	16.9	133.9	26.0	12 to 15	28	"Low" Center Pier
		82	134.6	19.4	154.0	30.0			
Truss	Concrete Deck	68	107.7	13.3	121.0	67.0	13	31	"Low" Center Pier
		82	123.8	15.3	139.1	77.0			

* - Maintenance costs are presented for comparison purpose only. Actual costs will be significantly higher, since the study has assumed a 0% inflation rate.

Notes:

- 1 - The study estimates were based on a 68-foot wide structure. For the 82-foot wide structure, estimates have been increased by 15%.
- 2 - Estimates for the suspension bridge alternatives have been reduced by \$1.4 million, as a result of the elimination of the south gravity anchor for the suspension cable and anchoring the cable into the rock.
- 3 - Structure main span construction and maintenance cost (in 1996 dollars) only. Does not include approaches, ramps, roadway, R/W, or support costs.

DRAFT

11/14/96

11-23-96 DR

Transportation group gets bike path grant

SUISUN CITY — Solano Transportation Authority just received a \$392,000 grant from the Bay Area Air Quality Management District to help pay for a bike path along Interstate 80, connecting Vallejo and Fairfield.

The award was part of \$16.2 million given to 61 public agency-sponsored projects, designed to reduce motor vehicle emissions. The funds come from a \$4 fee collected from vehicle registration.

The authority is still waiting on three more grants to pay the project's \$978,000 total price.

Designs for the 7.2 mile path will be finished next year. Construction could start as early as spring 1998, said Dan Christians, an authority official.

Richmond Parkway now open

By Charles Levin

DAILY REPUBLIC

NOV 15, 1990

RICHMOND — Solano County drivers bound for Richmond and Marin County have new options for avoiding Interstate 80's perennial gridlock.

The 7.3-mile Richmond Parkway, which opened Thursday, will carry motorists from I-80, between Appian Way and the Hilltop Drive exits, to Interstate 580 at Point Richmond, just east of the San Rafael-Richmond Bridge.

Richmond built the \$200 million parkway, which is expected to ease traffic on I-80 and city streets used for shortcuts.

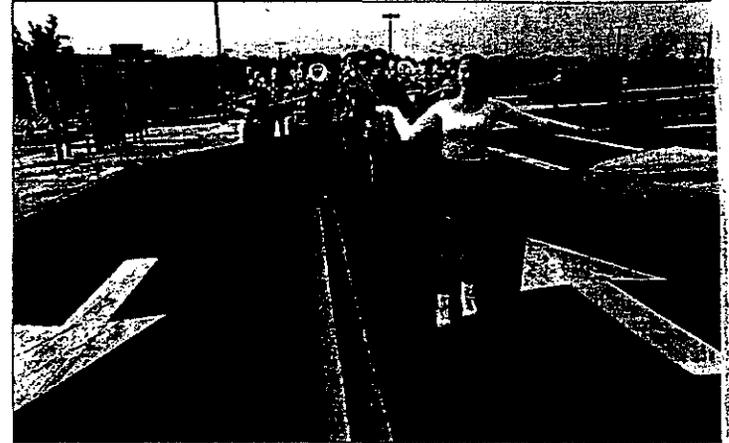
Officials expect the road to carry 25,000 people daily, jumping to 50,000 people in 10 years, according to published reports. They're also hoping it will spur business and development along its path.

Locally, 1,900 Solano County residents commuted to Marin County in 1990, according to the most recent U.S. Census Bureau statistics available. Coming from Marin, 850 people commuted to Solano County, the census report said.

Solano Commuter Information officials believe that number has jumped since then now.

Thursday's ribbon-cutting also celebrated a new transit center, located near the corner of Blume Drive and Richmond Parkway by I-80.

The center will support service for six transit operators, including Vallejo Transit, BART Express, Greyhound, Hilltop Express Shuttle, AC Transit and WestCAT. An adjacent park and ride lot features 200 parking spaces and a public information kiosk with electronic transit schedules. Also, Caltrans opens a \$17.2 million interchange later this month that provides direct access to high occupancy vehicle, or HOV, lanes for carpools.



THE ASSOCIATED PRESS

The Pinole Valley High band led the celebration parade.

Suisun City welcomes Highway 12 widening

In brief

Highway 12 widening project encompasses 3.5 miles and took a decade to realize at a cost of \$20 million.

By Jean Lamming
Staff Writer

It has been 10 years since Suisun City set out to widen a 3.5-mile stretch of Highway 12 that one official called "the lifeblood" of the city.

That was the year local voters passed a \$5 million bond to create a four-lane divided highway between Marina Boulevard on the west to Lawler Ranch Parkway on the east.

The task was finally completed a week ago when traffic started flowing on a \$20 million project that Mayor Jim Spering calls the biggest accomplishment of his political career.

Spering predicts the new lanes will spur economic development along the

■ See Suisun City, Back Page

Suisun City welcomes highway widening ...

■ Continued from Page 1A
corridor and ease traffic congestion.

"It's the most significant project I've been involved in since I've been elected," said Spering, who is on the board of the Oakland-based Metropolitan Transportation Commission, and led the redevelopment of the city's waterfront.

"If you look at Highway 12, it serves almost 100 percent of the citizens," Spering said. "You have to use it to get to work, to go shopping.

"It's really the lifeblood of the city. I think it's going to be the spark to stimulate more development."

Use of the highway far exceeded the capacity of the deteriorating two-lane road,

Spering said. Even Friday morning, when Spering gauged the traffic flow, he found holiday traffic on the two westbound lanes backed up for 300 or 400 feet at traffic lights.

City studies showed 60 percent of the traffic on Highway 12 in Suisun City was local. But beyond that, the road is the only east-west link between the coast and Central Valley areas like Lodi and Stockton.

The portion of Highway 12 that runs from Interstate 80 east past Marina Boulevard was already widened to four lanes.

Construction began three years ago on the stretch that runs from just west of Marina Boulevard to just east of

Lawler Ranch Parkway.

Officials spent the previous seven years gaining approvals from various state, regional and federal environmental agencies that protect the marsh that sits just south of the highway.

The price tag escalated in those seven years. The city paid \$10.8 million of the \$19.8 million cost. The state chipped in \$7.1 million, according to Caltrans.

Spering said he thinks the new road will stimulate interest in the shopping centers on the north side of the highway at Sunset Boulevard. Both have empty space.

Across the highway to the south is commercial land with building pads, sewer and water service in place. "We're al-

ready getting inquiries of businesses looking at that site," Spering said.

He expects the road to spur more retail and light-industrial growth further east, at Walters Road.

Walters Road is a significant artery for the expanded highway to link up to, because both are part of a back-door route transportation officials want to create to connect Vacaville with western Suisun City to give local motorists an alternative to using Interstate 80, which is often congested between Fairfield and Vacaville.

A grand-opening ceremony will be noon Tuesday at Marina Boulevard and Highway 12, hosted by Spering.

Vacaville Reporter 12-1-96

High-speed rail system will use Highway 99

LOS ANGELES — A high-speed rail system connecting the San Francisco Bay area and Southern California should use the Highway 99 corridor in the Central Valley, the Intercity High Speed Rail Commission recommended Friday.

The choice of that route over either the Interstate 5 corridor or a coastal route will be forwarded to Gov. Pete Wilson and the Legislature as the commission's final recommendation, said Executive Director Dan Leavitt.

The commission also recommended the rail line utilize the Altamont Pass to connect the San Francisco peninsula with the Sacramento-Stockton-Central Valley corridor, Leavitt said.

Downtown San Francisco, San Jose, Redwood City, Paló Alto, Fremont and Newark, Pleasanton and Tracy are along that portion of the route.

Along Highway 99 the rail line would service Modesto, Merced, Fresno, Tulare County and Bakersfield.

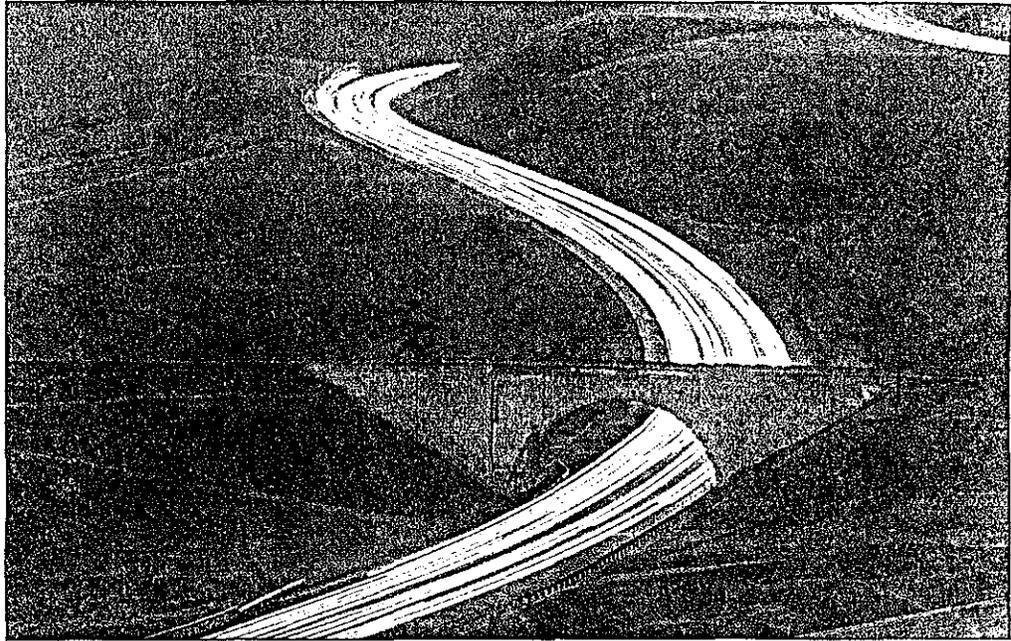
— Daily Republic wire services

Daily Republic, Sat.
Nov. 23, 1996

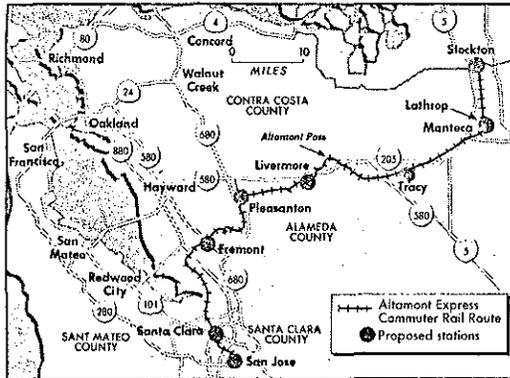
COMMUTER CHRONICLES

Altamont Rail Plan on Track

Commuters from the Central Valley, shown at right in a time-exposed photograph, may soon have an alternative to the I-580 gridlock in the form of a commuter rail line



BY MICHAEL MACOR/THE CHRONICLE



CHRONICLE GRAPHIC

A Central Valley-South Bay link

By Peter Fimrite
Chronicle East Bay Bureau

Gil Bouffard's hellish trek on seven different highways from his home in Lathrop to his job in Santa Clara is enough to make a person give up driving.

Bouffard hopes to do just that if a planned commuter train begins operating over the Altamont Pass.

The new plan, designed to ease the traffic crunch in three counties and provide an important link between the Central Valley and the Bay Area, is on a political fast track, to the delight of Bouffard and thousands of other motorists who commute from the Central Valley to Santa Clara County.

"Get me the train today and I'll be happy," said Bouffard, a systems engineer at Lockheed Martin Western Development Laboratories and a former race car driver. "I'd be on there in a heartbeat."

If all goes as planned, the Altamont Express Commuter Rail Service will run two four-car trains every morning and afternoon starting in January 1998. The 85-mile route will take passengers from Stockton through Manteca and Tracy, over the pass to Livermore and onward through Pleasanton, Fremont, Santa Clara and San Jose, then back again in the afternoon.

Stacy Mortenson, program manager for the San Joaquin Regional Rail Com-
ALTAMONT; Page A5 Col. 1

Altamont Rail Line Would Link Central Valley and South Bay

From Page 1

mission, said \$40 million in state and county transportation funds have been earmarked for locomotives, rail cars, track improvements and construction of stations. She said the commission has ordered eight bi-level cars, which are expected to be ready by August.

Counties Must Come Through

But Mortenson said a three-year trial run between Stockton and San Jose can only get under way if Alameda and Santa Clara counties pony up about \$2.9 million each. The three counties plan to form a Joint Powers Authority to oversee the project.

Santa Clara County has identified the funds, and supervisors have expressed support for the plan but have yet to vote on it. But Alameda County is grappling with a money shortage, forcing county officials to consider dipping into funds for other projects that aren't yet ready to go forward.

"We're at this point juggling funds to see if it's possible to do this," said Dennis Fay, executive director of the Alameda County Congestion Management Agency. "We need to do something in the corridor, and there don't seem to be any other options."

Mass transit to Silicon Valley — the biggest job market in the Bay Area — is virtually nonexistent from the East Bay, and the daily commuter car crawl is getting worse as high-tech companies add workers.

Many workers cannot afford the high-priced homes in Santa Clara County and have instead moved to affordable markets in the Livermore Valley and, increasingly, San Joaquin and Stanislaus counties.

The number of people commuting into Santa Clara County from other areas increased from 68,000 in 1980 to 113,000 in 1990, according to the U.S. census. An estimated

ABOUT THE SERIES

Today's "Commuter Chronicles" continues a weekly series of stories exploring the practical aspects of transportation and commuting in the Bay Area. Each Monday, the series features articles aimed at getting behind the political controversies and real-life vexations that readers face every day on buses, trains and BART, highways and byways.

If you have a question, concern or story idea, please send it to *Commuter Chronicles*, 901 Mission Street, San Francisco, CA 94103, or send e-mail to:

commuter@sfgate.com

31,000 people commute from the Central Valley to the Bay Area, clogging miles of roads originally designed for country travelers. Experts say 23 percent of all the commuters on I-580 are driving to Santa Clara County from the Central Valley.

A Population Boom

And it's going to get worse. Transportation planners project a 60 percent population increase in San Joaquin County and a 79 percent increase in Stanislaus County during the next 20 years.

Interstates 880 and 680, state Route 237 and the Dumbarton Bridge already are approaching the saturation point during commute hours. Fay said the average commute in the I-580 corridor has increased by about 30 minutes in the last two years alone.

Bouffard's commute is a case in point. To get to work by 6 a.m., he leaves his house in Lathrop — which borders Manteca — by 4 a.m. He takes I-5 from Lathrop, merges onto Highway 205, takes

his place alongside the big rigs on I-580, cuts over to Highway 84, eases onto clogged I-680, jockeys for position on I-880 and winds up his morning expedition on Highway 237.

"It's an adventure," said Bouffard, 56, adding that at least 100 people at Lockheed make that identical commute. "I'm spending 50 bucks a week right now on gas, so this train would actually save me money. You'd have to be nuts not to want to ride this thing."

Connections to Other Transit

The trains would accommodate 580 passengers and have bicycle and wheelchair access. They would stop at nine stations along the route and connect with BART, AC Transit, Santa Clara County light rail, CalTrain and various shuttle services.

The cost of a round trip from Stockton is projected to be about \$15, or \$225 for a monthly pass. The monthly fare from Livermore would be about \$105.

It will be the first passenger train over the Altamont Pass since the 1950s, when the automobile and airlines cut into passenger train ridership, forcing many lines to close down.

Tracks of History

The tracks, which were laid in the 1890s, were part of the transcontinental railroad system and helped bring settlers to the region. During World War II, the military used the tracks to haul troops to the West Coast, but they have been used mainly by freight trains since then.

"This is a revival of the train system for moving people from workplaces, shopping and entertainment centers," said Larry Smith, director of passenger operations for Union Pacific Railroad. "It's important in California where

you've got major population centers."

Mortenson and Fay said planners hope the combination of commuter rail, bus service and planned improvements to freeways will avert a traffic crisis. Mor-

tenson said the Altamont rail could be a precursor to the development of a BART-like system with fancy stations replacing the makeshift platforms that will be constructed initially at stops east of Livermore.

"It completes a missing link in the East Bay corridor," Mortenson said. "It lets counties in the East Bay try out a market with someone else's investment and gives us a more integrated region with connections to the Central Valley."

Tauscher wins seat on House Transportation Committee

New East Bay congresswoman center of attention in first Capitol trip

By David Phinney
STATES NEWS SERVICE

WASHINGTON — Newly elected East Bay Rep. Ellen Tauscher rolled into Washington just a week ago. Now she can go home with just what she wanted: a seat on the House Transportation Committee.

While some of the 70-plus incoming freshmen set their sights on more high-profile assignments — and met frustration in doing so — the Tassajara Valley Democrat immediately aimed for a nuts-and-bolt goal.

“My district and the Bay Area really need a voice to help with transportation issues,” she explained over coffee soon after checking into the Hyatt Regency, the Capitol Hill hotel where all Democratic freshmen stayed during the past week.

Once the appointment was announced, she said she hoped to be working on issues affecting BART and highway improvements.

Tauscher also had been lobbying House Democrats for a place on the science committee.



EXAMINER/1996

Rep.-elect Ellen Tauscher got the committee assignment she wanted.

That would give her hands-on jurisdiction over the Lawrence Livermore National Laboratory, which wields significant economic influence in her district. Seats on that committee, however, will be assigned in December after several congressional races in Texas are decided.

Both the science and transportation posts had been held previously by Rep. Bill Baker, R-Danville, who Tauscher defeated earlier this month. But Republicans reserved his vacated spots for themselves and Tauscher had no

guarantee of getting what she wanted.

Other Bay Area Democrats came to Tauscher's assistance. Some, who had coveted the opening transportation spot for themselves, stepped aside for their new colleague.

Business, financial experience

“Her experience in the business and financial world brings something special to our caucus. She speaks with authority,” said Rep. Nancy Pelosi, D-S.F., who represented Northern California Democrats during the appointment process.

She noted Tauscher's experience as a former investment banker who was among the first women to hold a seat on the New York Stock Exchange.

The committee assignments were announced after a whirlwind week of work for incoming members of Congress. There are staffs to begin hiring, hands to shake, endless hours of lobbying for committee assignments, leadership elections, offices to open and advice to heed.

Ellen Tauscher tried to do it all — from learning how to vote on the House floor to being introduced to the amenities of the Capitol's gym. And then some.

“I'm impressed by the collegiality and sense that we were not treated like new kids on the block,” Tauscher said. “I feel like we are well rested troops coming to the rescue of the more weary ones who have been holding down the fort.”

She and her husband also put a bid in on a house in the Kalorama neighborhood in Washington, two blocks away from California Sen. Dianne Feinstein, a Democratic mentor and friend. And she celebrated her 45th birthday and shopped around for schools for their 5-year-old daughter, Katherine.

Known to have waged one of the most expensive campaigns in the country with more than \$1.6 million from her personal fortune, she created a constant buzz among reporters camped out in the Capitol Hill office halls as they waited for news from closed-door meetings held separately by Democrats and Republicans.

Rich, Democratic and a little lonely

Gossipy chatter frequently turned to the diamond-crusted, marble-sized sapphire engagement ring she wears and the limousine she arrived in one morning for a freshman class photo session on the Capitol steps.

"So what's it like to be a rich Democrat?" Tauscher was questioned by a writer for the Reliable Source, a high-profile, breezy column in the Washington Post's style section.

"Lonely," replied Tauscher. "There are other ones — Jay Rockefeller, Dianne Feinstein. I don't think of myself as being rich. I think of myself as being successful."

Tauscher and husband, William, have a combined estimated worth of over \$25 million.

William Tauscher serves as CEO of Vanstar Corp., formerly ComputerLand, which he helped found.

Throughout the week, Tauscher repeatedly pledged to toe the line of moderation, something voiced by many freshmen and veteran lawmakers alike.

"People are very clear they want solutions over stalemate, policy over partisanship, and that takes a different attitude than we've seen in the last Congress," Tauscher said. "I plan to work for lower tax-

es, lower capital gains taxes and fiscal responsibility and show them they don't have to trade those things off," she said. "They can have that and they can have a competitive public education system, clean air and water, a ban on assault weapons and choice for women."

Earlier last week, Tauscher said she was "98 percent" sure she would be joining a group of House Democrats known as New Democrat Network. Fiscal conservatives with a moderate approach to social issues are the just what the group is looking for, says Rep. Jim Moran, D-Va.

"Most of our members are from moderate districts and we need to put out the welcome mat to let them know there's a role to play here," Moran explained after leaving one caucus session, hoping to recruit a dozen incoming freshmen.

But by Wednesday, Tauscher had backed off, not because she lacks political affinity with the group, she said, but because she wants to take her time in getting into the swing of doing business on the Hill.

"It's not an ideological thing," she said. "I'm still new here and want to maintain my independence."

New law will save the state money

Knight-Ridder Tribune

SACRAMENTO — A new law will let California cities, counties and regional agencies build toll roads, bridges and tunnels quicker and save money over standard methods, supporters said Tuesday.

Legislation also permits government agencies to form partnerships with private companies to provide financing. Construction costs and related debts would be paid off with tolls or other fees.

The concept could draw attention in the Bay Area, where a shortage of federal transportation funds is forcing agencies to consider innovative ways to fund and build much-needed roads and public transit projects.

"There are several potential advantages," said Robert McCleary, executive director of the Contra Costa Transportation Authority.

McCleary spoke at the annual meeting of the Coalition for Project Delivery, a statewide nonprofit group representing private engineering firms, public agencies, labor organizations and construction firms.

Gov. Pete Wilson in late September signed the infrastructure financing bill by Assemblyman Fred Aguiar, R-Chino.

The bill effective Jan. 1 excludes any toll roads along existing state highways. But local agencies can consider toll roads, bridges or tunnels on other routes.

For instance, a proposed private toll road from Antioch to Tracy stalled because of stiff opposition from environmental groups and some cities. If the road were considered as a publicly operated project, however, cities could raise private funds and then use design-build methods for planning and construction.

Current state law requires design and construction to be split into separate contracts, increasing time and expenses. In design-build, an agency hires one firm to do both engineering designs and oversee construction.

SOLANO TRANSPORTATION AUTHORITY
Minutes of the Meeting of
November 13, 1996

1.0 Call to Order - Confirm Quorum

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

MEMBERS

PRESENT:	Steve Lessler	City of Fairfield
	Jerry Hayes	City of Benicia
	Don Erickson	City of Dixon
	Helen Madere	City of Rio Vista
	Gary Tatum	City of Vacaville
	Jim Spering	City of Suisun City
	Barbara Kondylis	County of Solano

MEMBERS

ABSENT:	Bill Patchell	City of Vallejo
----------------	---------------	-----------------

ALSO

PRESENT:	Alan Nadritch	City of Benicia
	Richard Mitchell	DAVE Transportation
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Andy Sisk	Macias, Gini & Company
	Ted Harding	Paratransit Coordinating Committee
	John Gray	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Stacy Medley	STA
	Paul Hom	City of Vacaville
	Dawn Del Ponte	City of Vacaville
	Terry Wolford	City of Vacaville
	Pam Belchamber	City of Vallejo

2.0 Approval of Agenda

Martin Tuttle requested that agenda item 9.1 be moved to 7.1, in deference to the staff in attendance from the City of Vacaville, and staff from Macias, Gini & Company. On behalf of John Gray, he also requested that an emergency item be added to the agenda on the proposed alignment for the High Speed Rail corridor. This item was to be heard by the High Speed Rail Commission on November 22, and the STA had to take an action that night to be presented at that meeting. The agenda was approved by a unanimous vote on a motion by Vice-Mayor Gary Tatum, and seconded by Mayor Jerry Hayes.

3.0 Executive Director's Report

Executive Director Martin Tuttle informed the board of the following items, not all of which were contained in the written report provided with the agenda package.

- He would present agenda item 7.2, as Dan Christians is absent due to the recent loss of his father.
- MTC has completed the I-80 Corridor Study. The study recommended HOV lanes through Fairfield and Vacaville. The study also recommends increased express bus service in the I-80 corridor, including eventual service directly to San Francisco.
- The Capitol Corridor Joint Powers Board (CCJPB), which includes Mayor Spering and Mayor Hayes, had approved the Joint Powers Agreement at their meeting that morning.
- Tuttle was appointed to a team to negotiate a required interagency transfer agreement between the CCJPB and the Business, Transportation and Housing Agency. The agreement is due by the end of this year, and will address state funding for the Capitol Corridor service.
- Both STA member Bill Patchell and Mayor Exline of Vallejo would attend the next meeting of the CCTA/STA Sub-Committee to address issues of concern to the City of Vallejo, including the provision of rail transit capacity on the Carquinez Bridge. Caltrans is currently developing detailed cost estimates for that aspect of the proposed Carquinez Replacement Bridge.
- Mayor Don Erickson and Tuttle had attended a "Economic Visioning" retreat sponsored by SEDCORP. At the retreat, the STA had been cited as an example of an effective organization. SEDCORP is developing an Action Team to address transportation issues. The team should hold their first meeting by February.
- Tuttle attended a meeting with Bill Gray and Gordon Marts, Director of Caltrans District 10, on the Highway 37 project. The project is on schedule and FHWA should comment on the environmental document by January. After environmental clearance, the project will be transferred to District 4 for design and construction.
- The Highway 12 project is now scheduled to be completed by December. A grand opening ceremony is planned December 3. Chairman Lessler and Mayor Spering will both speak at the ceremony.
- The issue of the upcoming 1998 State Transportation Improvement Program (STIP) would be on the December agenda.
- Information on Santa Clara Measures A and B was included in the members' files. Both measures passed.

4.0 Comments/Update from Staff, Caltrans, and MTC

Chairman Lessler presented plaques to Vice-Mayor Helen Madere and Vice-Mayor Gary Tatum for their service to the STA during their tenures on the board.

5.0 Opportunity for Public Comment

There was no comment from the public.

6.0 Consent Agenda

The consent agenda included the minutes of the September STA meeting, the draft minutes of the October TAC meeting, and the following items:

6.3 Proposed Capitol Corridor Joint Powers Agency Agreement.

6.4 Consider a letter to the Union Pacific/Southern Pacific Railroad Company requesting right-of-way for a bicycle lane.

6.5 State Transit Assistance Funds Claims.

6.6 Approval of contract with the Yolo/Solano Air Quality Management District for funding of the Citylink transit services.

6.7 Solano Paratransit quarterly report.

6.8 Revised Cooperative Agreement for the I-80 Reliever Route.

The consent agenda was approved by unanimous vote on a motion by Mayor Jim Spring, and seconded by Mayor Jerry Hayes.

9.1 STA financial report for 1995-96.

This item had been moved up on the agenda, as Terry Wolford, Finance Director for the City of Vacaville, was not feeling well. Andy Sisk with Macias, Gini, & Company presented the overall findings of the 1995-96 audit.

Sisk noted that the lack of fund balance by account under the Solano County financial system had hindered past audits, and that the effort by Vacaville staff to establish fund balances had been helpful. He also noted that this year's audit was assisted by the compilation done by Vacaville staff.

Terry Wolford thanked the STA for the opportunity to serve as its financial information system managers. He also referred to the lack of balances by account under the Solano County system, and noted that a great deal of effort had gone into establishing fund balances. Accounts are now set up which will allow Vacaville staff to provide monthly or quarterly reports to the STA Board, and to track interest to each account.

Martin Tuttle noted that Vacaville staff had been recommended by Vice-Mayor Gary Tatum, and that they had lived up to his recommendation.

Vice-Mayor Tatum noted that the financial staff at the City of Vacaville had served him well at the Vacaville City Council, and as a department head.

Mayor Sperring also thanked the Vacaville staff for a job well done.

7.1 Appointment of new Vice-Chair

Chairman Lessler thanked Vice-Mayor Tatum for his efforts as Vice-Chair. Chairman Lessler opened the floor to nominations for Vice-Chair. Vice-Mayor Gary Tatum, Vice-Mayor Helen Madere, and Mayor Jerry Hayes all nominated Mayor Don Erickson for Vice-Chairman. On a motion by Mayor Sperring, with a second by Mayor Hayes, Don Erickson was appointed Vice-Chair of the STA.

Chairman Lessler appointed Mayor Erickson to serve on the Joint Sub-committee with the CCTA.

7.2 Consider Approval/ Support of Environmental Enhancement Mitigation Program (EEMP) grant applications.

Martin Tuttle noted that the STA staff proposed submitting a grant application for \$174,000 for a bicycle path from Vallejo to Fairfield in the I-80 corridor. Several applications from other Solano County jurisdictions were also included in the agenda package. Since there is no minimum or maximum per county under this program, Martin Tuttle recommended that the STA support all of the applications.

At the last TAC meeting it was indicated that the following additional EEMP grant applications were proposed to be submitted by Solano jurisdictions:

- Landscaping of East Second Street Median Extension (Benicia) \$71,180
- Grizzly Island Road at Hill Slough Fishing Bridge Conversion (Solano County) \$85,000
- Rockville Road Pedestrian Path at Green Valley Creek (Solano County) \$45,000
- Allison Drive North Extension Landscaping (Vacaville) 175,000
- Intermodal Transportation Center Landscaping (Vacaville) \$100,000
- Southside Bikeway Landscaping (Vacaville) \$150,000
- Nut Tree Parkway Landscaping (Vacaville) \$150,000

Martin Tuttle recommended that the STA Board adopt a resolution that approved the filing of the STA's application for the I-80 Connector Bikeway, and also supports all of the other applications listed above.

Chairman Lessler asked that the cover letter with the applications note that Solano County was unified in support of the applications. He requested that STA staff investigate the possibility of taking a lead role in the coordination of these applications for the next grant cycle.

A motion to approve the recommendation was made by Mayor Jerry Hayes with a second by Vice-Mayor Tatum. The motion was approved unanimously.

7.3 Proposed High Speed Rail Alignment

This item was presented by John Gray of Solano County. This item had been agendaized at the request of Fresno County. It had been added to the agenda as an emergency item. The Solano County Board of Supervisors had approved the item at their meeting the day before. The item was considered urgent as it would be presented to the California High Speed Rail Commission on November 22. If the STA was to act on the item, it must do so at the November meeting.

The major goal of the high speed rail concept is to connect the Los Angeles urban area with the San Francisco Bay urban area. The currently proposed alignment for the high speed rail corridor runs parallel to Highway 99 from Los Angeles to Stockton, and west into the Bay Area over the Altamont Pass. An eventual connection to Sacramento is proposed as an extension of the initial line between Los Angeles and San Francisco.

Fresno County has proposed that the alignment should turn west at Fresno, through the Pacheco Pass, and into San Francisco via San Jose. This would provide better access from the valley into the south Bay Area.

Merced County opposes this alignment as it would not serve Merced or Stockton, and would make the eventual connection from the Bay Area to Sacramento more problematic. A Supervisor from Merced County asked for support of the original alignment from the Solano Board of Supervisors and the STA. The Board of Supervisors had acted to support the original alignment at their meeting on November 12.

Chairman Lessler expressed the opinion that not enough information was available to take a position.

Mayor Jim Spering expressed his concerns that the multi billion dollar cost of the project was not appropriate when the State of California has such an immense backlog of basic maintenance. He also expressed the opinion that the alignment through the South Bay would serve more of the region. He stated that MTC has not taken a position on this project. He also cautioned against taking a position that was not consistent with that of the Solano Board of Supervisors.

Vice-Mayor Gary Tatum made a motion to table the issue. Mayor Jerry Hayes seconded the motion, which passed unanimously.

8.1 Proposed contract for a Long Range Rail Alternatives Report.

As discussed at the October STA meeting, Martin Tuttle stated MTC staff has recently proposed a revision of the MTC position on accommodation of rail transit on the Benicia-Martinez Bridge. The recent staff recommendation would eliminate the requirement to provide accommodation for rail transit on the bridge, eliminating the need to seek an additional \$25 million in funding to provide for this capacity. This recommendation was scheduled to be considered by the MTC Work Program Committee in October, but has been delayed at the request of the STA.

Tuttle said that without a long range plan, addressing this significant public investment is very difficult. The preparation of a Long Range Rail Alignment Report (LRRAR) for both the I-80 and I-680 corridors in Contra Costa and Solano counties is needed to provide additional information for the STA's position that accommodation for rail transit should be provided on the bridges. The staff said that, based on their previous experience, only Wilbur Smith and Associates can deliver the report, as defined by the project scope of work, quickly enough to impact pending funding decisions that could preclude the potential for future rail transit on either bridge.

Tuttle proposed that the STA enter into a contract based on the attached scope and schedule for the development of a Long Range Rail Alternative Report. The contract would be funded by \$25,000 in project development funds reprogrammed from the Mare Island Access Study. The City of Vallejo has no objections to this reprogramming of funds to meet this very time critical need. Funding for the Mare Island Access Study may become available again during subsequent project development programming cycles.

Staff recommended that the STA Board authorize the Executive Director to enter into a contract with Wilbur Smith and Associates, not to exceed \$25,000, for the development of the LRRAR.

Mayor Jerry Hayes made a motion to accept the staff recommendation. The motion was seconded by Mayor Jim Spring, and was approved unanimously.

9.2 Paratransit Coordinating Committee (PCC) update.

Matt Todd presented information on the function and operation of the PCC. The PCC serves the STA as an advisory board. It also serves MTC as a required advisory board to review the annual unmet needs process, and review Transportation Development Act funding claims from the cities and county. MTC also requests that the PCC address coordination of paratransit services and coordination between fixed route and paratransit services, and set guidelines for the membership categories. Matt Todd briefly described the bylaws, and noted that the bylaws and appointments to the PCC were at the discretion of the STA Board.

This item had been agendaized at the request of the PCC, and the city of Benicia. The city of Benicia has requested a review of the authority of the PCC, and the appointment process to the PCC. Ted Harding, a member of the PCC and a faculty member of Solano Community College, also attended the meeting.

Ted Harding expressed his concern that a member of the PCC, Georgeanne Oswill, had been dismissed from the PCC by Board action without consultation with the PCC.

Chairman Lessler noted that he had felt that there were no other options open to the STA Board in that situation.

Ted Harding said he had been approached by other PCC member who felt the action inhibited the PCC's ability to freely make recommendations that might not be consistent with the STA Board's policy positions. He noted that the PCC has had several vacancies for an extended period of time and that any restriction on the PCC might make recruitment more difficult.

Mayor Jerry Hayes expressed his concern that the criteria for membership on the PCC provided potential for conflict of interest. He asked that staff review the membership criteria and report back to the STA Board.

The consensus of the STA Board was that staff should work with the PCC on recommendations to increase citizen and paratransit service user participation at the PCC, and bring back recommendations in January.

9.3 STA transportation conference/workshop.

Chairman Steve Lessler said that he felt the workshop had been very successful. He stated that it seemed obvious from the speakers that the State and Federal governments will not be the answer to our local transportation problems, and that Solano County must become a self help county to address transportation issues.

Mayor Don Erickson noted that the current SEDCORP Economic Visioning program might be an opportunity to reach the business community. Vice-Mayor Tatum noted that some of the same businesses that supported the recent initiative in Santa Clara County might also have branches in Solano County, and may be receptive to the concept of a transportation revenue initiative.

Chairman Lessler said that the event left open the questions of what steps to take next. The consensus of the STA Board was to direct staff to confer with the TAC to develop a list of projects that might be the basis of a future transportation revenue initiative.

9.4 Board Members Comments.

Vice-Mayor Gary Tatum noted that he had enjoyed serving on the STA. That the common ground provided by a mutual interest in transportation issues had proved a catalyst for interesting discussion.

Vice-Mayor Helen Madere also noted that she had enjoyed her tenure on the STA Board.

Adjourn The meeting was adjourned by Chairman Lessler at 8:00 p.m.

DRAFT

**TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
November 26, 1996**

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:38 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Don Delaney	City of Suisun City
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	Solano County
	Saaid Fakharzadeh	Caltrans, District 4
	Michelle Morris Brubaker	MTC
	Martin Tuttle	STA
	Kim Kloeb	STA
	Matt Todd	STA

AGENDA ITEM 2. APPROVAL OF AGENDA

Motion by Janet Koster, second by Ed Huestis, agenda approved by unanimous approval.

AGENDA ITEM 3. MINUTES OF MEETING OF OCTOBER 30, 1996

Paul Wiese requested the following changes be made to the minutes:

Item 6, ¶ 1 eminently be changed to imminently

The minutes of the October 30, 1996 meeting were approved as amended by unanimous approval.

AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT

There was no public comment

AGENDA ITEM 5. COMMENTS FROM STAFF, CALTRANS, AND MTC

Martin Tuttle announced that the Highway 12 ribbon cutting will be on Tuesday December 3 at noon and that a letter to Union Pacific concerning bike paths on rail right of way is included in the packet.

AGENDA ITEM 6. SECTION 8 FUNDING AGREEMENT WITH MTC FOR INTERCITY TRANSIT COORDINATION STUDY

Kim Kloeb presented this item. MTC has agreed to provide \$20,000 of federal FTA Section 8 funding to pay for a portion of our Intercity Transit Coordination Study. This will be combined with \$4,000 in project development funds and \$36,000 of regional STAF for a total of a \$60,000 budget for the study. On motion by Morrie Barr and second by Paul Wiese, the TAC unanimously recommended approval of the funding agreement to the Board.

AGENDA ITEM 7. ABANDONED VEHICLE ABATEMENT PROGRAM FOR THE CITY OF RIO VISTA

Matt Todd presented this item. The city of Rio Vista has expressed interest in joining the Solano Abandoned Vehicle Abatement (AVA) Program. The city must enter into an agreement with the STA and amend its local abatement ordinance to conform with CHP standards to become eligible to receive AVA funding. When part of the program, some abatement costs the city incurs are eligible for reimbursement from this programs monies. On motion by Janet Koster and second by Ed Huestis, the TAC unanimously recommended the Board authorize the Executive Director to complete the necessary agreement with the city of Rio Vista to be included in the Solano AVA program.

AGENDA ITEM 8. UPDATE ON THE DEVELOPMENT OF THE LONG RANGE RAIL ALIGNMENT REPORT

Martin Tuttle presented this information item. He explained that this report will be examining various rail corridors in the area related to the two bridges on I-80 and I-680 and the contract has been completed with Wilbur Smith and Associates. Due to the recent support of the joint STA/Contra Costa Transportation Authority subcommittee for the \$5.8 million dollar rail investment to the proposed new Benicia-Martinez bridge, phase I has been moved back and will be presented to the Board with phase II in February. It was emphasized that the report will build on the many previous reports that have been completed on this issue.

AGENDA ITEM 9. TRACK 2 OF THE 1998 REGIONAL TRANSPORTATION PLAN UPDATE

This information item was presented by Michelle Morris Brubaker of MTC. She explained that the Track 2 document will act as an advocacy piece displaying coordination at the regional level. The projects listed are not to be a wish list of all conceivable projects, but a list that could be funded with specific revenues such as a regional gas tax or local sales tax. MTC would like the local jurisdictions to fully support the Track 2 document and be able to use it for any local revenue effort as well.

The report will take a regional view of examining projects at corridor levels with priorities of: 1)maintenance, 2)operation of existing system more efficiently, and 3)strategic expansion. Michelle explained that there will be time to comment on this first draft document at either a corridor or county meeting to discuss the issues in the report, at a yet to be determined date in January or February. Jurisdictions should begin thinking about potential projects for this Track 2 document.

AGENDA ITEM 10. UPDATE UNIVERSE OF PROJECTS LIST

Kim Kloeb presented this information item. Kim explained that the CMP Universe of Projects list was included as a starting point for this exercise. The exercise is to make a universe of projects that would coincide with the Track 2 effort discussed in the previous item. After a discussion on the types of projects listed in the CMP list, the STA will send out some guidance explaining the types of projects we want covered for this exercise. This new projects list will have a 20 year time frame, delete done projects from the CMP list, and add strategic projects not already listed, with a draft of the list slated for the January TAC meeting.

AGENDA ITEM 11. 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Martin Tuttle presented this information item. Martin explained that the CTC is expected to release a fund estimate for the 1998 STIP by May 1997 and approval of the document expected in December 1997. The exact process is not clear yet, but MTC may request projects as early as April. Michelle Morris Brubaker commented that the project applications will be similar to the STP applications minus the rehabilitation portion. Saaid Fakharzadeh said that each district would be presenting potential STIP projects to the Caltrans Director Van Loben Sels in January, and asked if the priority project list had a consensus of potential STIP projects for Solano. The consensus was that the priority project list was not what Solano wants presented for potential STIP projects and that we could not have a list of projects for Caltrans in the short time period asked.

AGENDA ITEM 12. UPDATE ON HIGHWAY 37 PROJECT

Martin Tuttle presented this information item. Martin explained that Bill Gray was still working on the update and that it would be included in the December Board packet.

ADJOURNMENT

Meeting was adjourned at 2:54 p.m.

**6.3 Section 8 Funding Agreement with MTC for Intercity Transit Coordination Study.
(Dan Christians)**

MTC has agreed to provide \$20,000 of federal FTA Section 8 funding to pay for the remaining portion of our Intercity Transit Coordination Study being prepared by Nelson\Nygaard Consulting Associates. The Transit Steering Committee recently met to commence the study, and therefore, the funding agreement needs to be approved by the STA Board. A copy of the full agreement was made available at the TAC meeting for anyone interested in the details. Attached are a few of the key pages of the agreement including the scope of work.

Staff recommends that the STA Board approve the funding agreement. The TAC approved that recommendation at their November meeting.

(Includes key portions of full agreement)

Solano Intercity Transit Coordination Study
FTA GRANT NO. CA-80-X005

AGREEMENT

WITNESS: This Agreement has been entered into by and between the

METROPOLITAN TRANSPORTATION COMMISSION
(hereinafter "MTC") and the

Solano Transportation Authority
(hereinafter "Subgrantee")

for the undertaking of the technical planning study entitled:

Solano Intercity Transit Coordination Study
FY 1996-97

(hereinafter "Project")

TERMS AND CONDITIONS

The Project shall be undertaken and accomplished in accordance with the terms and conditions specified herein or contained in the Appendices named below, which are attached hereto and by reference incorporated herein. Appendix A contains general provisions applicable to this Agreement. Appendix B identifies the Project Director and the function and composition of the Steering Committee. Appendix C describes the work program for the Project and the deliverable work products. Appendix D contains the Project Budget, by line item and by task, and identifies the funding sources.

The effective date of this Agreement shall be **July 1, 1996**. The Project shall be completed on or before **December 31, 1997**, on which date the Agreement shall terminate. The total of all expenses incurred in its performance shall not exceed the sum of **TWENTY THOUSAND DOLLARS (\$20,000)**.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto:

**METROPOLITAN TRANSPORTATION
COMMISSION**

**SOLANO TRANSPORTATION
AUTHORITY**

By: _____
Lawrence D. Dahms
Executive Director

By: _____
Martin Tuttle
Executive Director

APPENDIX C

SCOPE OF WORK

Outline of Services

<u>Task No.</u>	<u>Task/Subtask Description</u>	<u>Amount</u>	<u>Percent</u>
Task 1	Outline advantages and disadvantages to establishing a countywide intercity transit and paratransit system including potential cost savings to the administration of services. If so directed by STA board, propose policy, operating and financial structure for a consolidated system.	\$24,000.00	40%
Task 2	Update service changes since the adoption of the 1995 Concept Plan and identify any duplicative or overlapping intercity bus services in the county.	\$6,000.00	10%
Task 3	Evaluate Solano Paratransit and other paratransit programs in the county. Update capital, operating and financial needs of regional intercity transit and paratransit systems and explore opportunities for better coordination or consolidation of capital and operations between system. Prepare a long range operating, financial and capital plan that defines goals and objectives for intercity and paratransit services.	\$15,000.00	10%
Task 4	Propose a common fare policy for intercity services and paratransit services. Provide input on MTC's TransLink system. Outline a program for transfers and passes.	\$5,000.00	8.3%
Task 5	Explore the feasibility of redefining a multi-jurisdictional transportation information agency. Analyze the role and responsibility of current transportation information agencies. Provide input on the countywide transit map.	<u>\$10,000.00</u>	<u>16.7%</u>
	TOTAL	\$60,000.00	100%

Deliverable Work Products

Progress Reports
Financial Reports
Draft Report
Final Report

Delivery Dates

Quarterly
Quarterly
6/30/97
8/31/97

APPENDIX D
PROJECT BUDGET

Line Item Budget

<u>Item No.</u>	<u>Description</u>	<u>Amount</u>
41.20.01	Contract	\$56,000
41.20.02	Contract Monitoring	<u>4,000</u>
	Total	\$60,000

Task Budget

<u>Item No.</u>	<u>Description</u>	<u>Amount</u>
1.	Outline Feasibility of Consolidation Options	\$24,000
2.	Update Service Changes	\$ 6,000
3.	Evaluate Paratransit Systems	\$15,000
4.	Propose Common Fare Policy	\$ 5,000
5.	Explore Feasibility of Transportation Information Agency	<u>\$10,000</u>
	Total:	\$60,000

Source of Funds

FTA Section 8 Grant	\$20,000
STA Regional Paratransit	\$36,000
TDA Article 8 (Planning)	<u>\$ 4,000</u>
Total:	\$60,000

6.4 Abandoned Vehicle Abatement Program for the city of Rio Vista. (Matt Todd)

The city of Rio Vista has expressed interest in joining the Solano Abandoned Vehicle Abatement Program. To be eligible for quarterly reimbursements with these funds, the city of Rio Vista must amend their local ordinances to conform with CHP standards for this program and enter into an agreement with the STA (which is also the Solano Abandoned Vehicle Abatement Authority). Then the CHP must approve the ordinance and agreement.

STA staff recommends that the STA Board authorize the executive director to execute the contract upon approval by the City of Rio Vista. The TAC approved that recommendation at their November meeting.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

December 11, 1996
Agenda Item 7.1

Area Code 707
422-6491 ♦ Fax 429-2894

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

DATE: December 4, 1996
TO: STA Board
FROM: Martin Tuttle 
RE: Mid-year budget revisions

Martin Tuttle
Executive Director

As reported to the board last month, our independent auditor has established our final 1995/96 fund balances. The following revisions to our budget are now suggested to reflect the city of Vacaville's accounting system, surplus equity in our operations fund as determined by the auditor and an appropriation adjustment to address increased communications-related expenditures:

1. Modify our budget format to better conform to the city of Vacaville's accounting system. The 1996/97 budget approved by the board in March, 1996 is Attachment A and the proposed new format is Attachment B. This new format will streamline communications between STA and Vacaville staff, and enable us to more easily provide the board with monthly budget reports.
2. Transfer \$60,942 in surplus equity from prior year operation fund balances to assist our evolving project development effort in fiscal year 1997/98. The effort to promote the board's adopted list of priority projects in this fiscal year has helped to advance several projects in the county. These funds (federal CMP planning funds) are unrestricted in their use and can best be utilized to promote projects benefiting our member agencies. The adoption of the 1997/98 priority projects and earmarking of project development funds is proposed to occur as part of next year's budget process.
3. Approve an appropriation adjustment shifting \$18,000 from our \$45,000 contingency reserve (current year operations budget) to address unanticipated communications-related expenses for the balance of this fiscal year. Of that amount, \$3,000 will address higher than anticipated telephone charges and \$15,000 will be used for postage and printing/binding expenses.

The board approved \$3,000 for phones when it approved the 1995/96 budget, but staff had based that amount on previous charges when the County of Solano charged a flat rate for the use of their phones by a smaller STA staff.

Page two, agenda item 7.1

Finally, the additional \$15,000 for general supplies (i.e. postage and printing/binding) is necessary to cover the cost of our increased outreach efforts, such as the monthly newsletter, workshops and other events. These programs are necessary to build support for our projects among the public and our partner agencies, and thus should be supported.

Attachment C is a status report of our operations budget for your review.

Attachments

Recommendation

Approve the revisions to the 1995/96 budget as proposed.

ADOPTED STA BUDGET FISCAL YEAR 1996-97			
OPERATIONS			
	Budgeted for 1995-96	Projected Balance	Budgeted for 1996-97
SALARIES			
STAFF SALARIES/BENEFITS	\$209,445	(\$40,423) (1)	\$331,248 (2)
BOARD STIPEND	\$0	\$0	\$6,600 (3)
TOTAL SALARIES/BENEFITS	\$209,445	(\$40,423)	\$337,848
SERVICES AND SUPPLIES:			
OVERHEAD	\$34,670	\$0	\$40,000 (4)
ADMINISTRATION REORGANIZATION	\$0	\$0	\$20,000 (5)
AUDIT	\$9,500	(\$1,840) (6)	\$13,500
OFFICE LEASE	\$12,000	\$0	\$33,840
OFFICE SUPPLIES/COMMUNICATIONS	\$4,000	(\$4,000) (7)	\$6,000
TRAVEL	\$4,000	\$0	\$4,000
MODELING CONTRACT	\$25,000	\$0	\$25,000
PHONES	\$2,000	(\$737) (8)	\$3,000
EQUIPMENT	\$4,000	(\$10,635) (9)	\$8,000
PROJECT DEVELOPMENT	\$45,000	\$30,000	\$115,000 (10)
COUNTYWIDE TRANSPORTATION PLAN UPDATE	\$60,000	\$60,000	\$28,400 (11)
CONTINGENCY	\$45,000	\$0 (12)	\$45,000
TOTAL SERVICES AND SUPPLIES	\$245,170	\$72,788	\$341,740
TOTAL OPERATIONAL EXPENDITURES	\$454,615		\$647,223
OPERATIONAL REVENUES			
S.C.E.O.C. PERFORMANCE BOND	\$0	\$70,000	\$70,000 (13)
TDA PLANNING AND ADMIN.	\$139,807	\$0	\$231,112
GAS TAX (Member Contrib.)	\$199,808	\$0	\$231,112
STP PLANNING	\$100,000	\$0	\$100,000
AB 434 (40%) ADMIN	\$15,000	\$0	\$15,000
TOTAL OPERATIONAL REVENUES	\$454,615		\$647,223

- (1) Cost increase for new Executive Director for five months, Executive secretary for three months
- (2) Includes 1.5 % COLA, and scheduled merit raises for current County employees
- (3) \$50 per monthly Board and Executive Committee meetings, capped at \$100 per month for any member
- (4) Tentative estimate, includes personnel, payroll, accounting, and legal services
- (5) One time expense for new administrative services contract
- (6) Out of scope work to determine cash balance
- (7) Mainly attributable to cost of copies
- (8) New lines and voice mail for new space
- (9) Unbudgeted expenses for computers and furniture, approved by STA
- (10) \$70,000 from S.C.E.O.C. performance bond, \$30,000 carryover from 94-95, and \$15,000 new money
- (11) Carried over from 95-96
- (12) Used to cover unanticipated expenses of Strategic Plan
- (13) Funds have been received, and are on account

STA FINANCIAL REPORT - FY 96/97 - THROUGH 10/31/96								
	A	X	B	C	D	E	A+B+X-D	A+C+X-E
	Fund/Equity balance at 06/30/96	1996/97 transfer between funds	Revenue		Expenditure/Expense		Fund Balance	
			Original approved budget	Received thru 10/31/96	Original Approved budget	Used thru 10/31/96	Projected at 06/30/97	Actual at 10/31/96
GENERAL OPERATIONS								
Gen Op	\$160,942	(\$100,000)	\$231,112	\$225,112	\$233,476	\$52,493	\$58,578	\$233,561
TDA Plng & Admin	-	-	\$201,112	-	\$201,112	\$86,996	\$0	(\$86,996)
PCC Plng & Admin	-	-	\$30,000	-	\$30,000	\$8,586	\$0	(\$8,586)
CMP Plng & Admin	\$82,939	-	\$100,000	-	\$100,000	\$11,831	\$82,939	\$71,108
YTD BALANCE	\$243,881	(\$100,000)	\$562,224	\$225,112	\$564,588	\$159,906	\$141,517	\$209,087
ADA Planning	-	-	\$4,000	-	\$4,000	-	-	-
VEHICLE ABATEMENT								
Benicia	-	-	-	-	\$24,000	-	-	-
Dixon	-	-	-	-	\$4,000	-	-	-
Fairfield	-	-	-	-	\$57,000	-	-	-
Rio Vista	-	-	-	-	\$3,000	-	-	-
Suisun City	-	-	-	-	\$49,000	-	-	-
Vacaville	-	-	-	-	\$43,000	-	-	-
Vallejo	-	-	-	-	\$62,000	-	-	-
Solano County Administration	-	-	-	-	\$28,000	-	-	-
	-	-	-	-	\$5,000	\$753	-	-
YTD BALANCE	\$58,527	\$0	\$275,000	-	\$275,000	\$753	\$58,527	\$57,774
Solano Paratransit Ops	-	\$0	\$260,000	\$119,475	\$269,905	\$60,350	(\$9,905)	\$59,125
City Link	\$92,328	\$0	\$92,500	-	\$110,000	-	\$74,828	\$92,328
TCI	-	\$0	\$500,000	-	\$500,000	\$54	-	(\$54)
STA AIR QUALITY								
Administration	-	-	-	-	\$15,000	\$3,633	-	-
Benicia	-	-	-	-	\$150,000	-	-	-
Suisun City	-	-	-	-	\$75,000	-	-	-
Vallejo	-	-	-	-	\$31,495	-	-	-
Solano County	-	-	-	-	\$75,000	-	-	-
YTD BALANCE	\$53,810	\$0	\$275,000	-	\$346,495	\$3,633	(\$17,685)	\$50,177
PROJECT DEVELOPMENT								
Benicia - Martinez	-	-	-	\$5,000	-	\$1,271	-	-
Carquinez	-	-	-	\$10,000	-	\$2,353	-	-
Reliever Route	-	-	-	-	-	-	-	-
Bike Plan	-	-	-	-	-	\$2,337	-	-
Transit Management	-	-	-	\$9,000	-	\$2,470	-	-
I-680 / 80	-	-	-	-	-	-	-	-
Small Projects	-	-	-	-	-	\$2,673	-	-
Reserves	-	-	-	\$9,000	-	-	-	-
YTD BALANCE	-	\$100,000	\$15,000	\$33,000	\$115,000	\$11,103	\$0	\$121,897
I-80 Reliever Route	-	\$0	\$6,700,000	-	\$6,700,000	-	-	\$0
OVERALL =	\$448,546	\$0	\$8,683,724	\$377,587	\$8,884,988	\$235,799	\$247,282	\$590,334

b:\dwncstcy.wb2

OPERATIONS BUDGET THRU 10/31/96

EXPENDITURE	BUDGETED	SPENT YTD	REMAINING	% USED YTD	
Salaries & Benefits	\$331,248	\$95,626	\$235,622	29.90%	
Stipends	\$6,600	\$1,750	\$4,850	26.50%	\$337,848 Salaries/Benefits
VV - Legal	\$5,100	\$1,955	\$3,145	38.40%	
VV - Personnel	\$8,000	\$4,668	\$3,332	58.30%	
VV - Accounting	\$46,900	\$17,259	\$29,641	36.80%	\$60,000 Overhead/Admin Reorg
Other technical services	\$25,000	\$0	\$25,000	0.00%	\$25,000 Modeling Contract
<i>(1) Building rent</i>	\$33,840	\$28,264	\$5,576	83.50%	\$33,840 Office Lease
Mileage reimbursement	\$1,500	\$458	\$1,042	30.50%	
Mandated cert. training	\$500	\$0	\$500	0.00%	
Training	\$1,500	\$496	\$1,004	33.00%	
Professional Membership	\$500	\$0	\$500	0.00%	\$3,500 Travel
General supplies	\$6,000	\$1,726			
Printing / Binding		\$2,178			
<i>(2) Postage</i>		\$5,712			
Mailing		\$11			
Computer Equipment		\$57			
		\$9,684	(\$3,684)	100.00%	\$6,000 Office Supplies/Communications
<i>(3) Telephone</i>	\$3,000	\$994	\$2,006	33.10%	\$3,000 Phones
Audit services	\$13,500	\$0		0.00%	\$13,500 Audit
Equipment / furniture	\$8,000	\$1,752	\$6,248	0.00%	\$8,000 Equipment
Trans Plan Update	\$28,400	\$0	\$28,400	0.00%	\$28,400 Trans Plan Update
Contingency	\$45,000	\$0	\$45,000	0.00%	\$45,000 Contingency
GRAND TOTAL =	\$564,588	\$159,906	\$404,682	28.80%	\$564,088

(1) Paid through 04/30/96

(2) Pre-paid our postage meter expenses to last until approximately through March 1997

opbgt96

Column C - the \$3000.37 are miscellaneous credits and charges that should be deducted from total because they are not appropriate charges and Dawn will be clearing the

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

Funding to provide provision for future rail transit capacity on both bridges has not yet been budgeted by the California Transportation Commission (CTC). Unless funds are secured quickly, this opportunity will be irrevocably lost. At their November meeting, the STA Board approved a contract with Wilbur Smith and Associates to prepare the report. This study will provide information that will allow the STA to build a case for provision of rail transit capacity on both bridges. Comments made at the October TAC and November STA meetings were incorporated into the revised scope and schedule.

Martin Tuttle will present preliminary status of Phase I of the report, addressing the proposed new Benicia-Martinez Bridge. He will also provide an update on the status of Phase II of the report, addressing issues related to the proposed Carquinez Replacement Bridge.

This is an information item only. No action required.

8.2 Track 2 of the 1998 Regional Transportation Plan update. (Michelle Morris-Brubaker)

The 1994 Regional Transportation Plan (RTP), under the guidelines set in ISTEA legislation, had to be fiscally constrained. In the 1994 process, the MTC region went through the process of selecting Track 2 projects that would depend on revenues above and beyond those assumed in the 1994 RTP. The Track 2 list of projects that was the result of this exercise was never formally adopted at the policy level by the STA Board, or by the MTC commission.

MTC would like to create a separate Track 2 document, at the same time as the fiscally constrained 1998 RTP. The Track 2 projects would be funded with potential revenue sources such as regional gas tax or local sales taxes.

A Track 2 document would display a consensus for the nine county Bay Area in its goal of finding new revenues. The plan would take a corridor level approach with the management strategies of the transportation systems proposed to be funded. Each corridor management strategy will consist of both specific and conceptual ideas at this planning stage.

MTC staff plans on taking this draft document to meetings addressing specific corridors. Local jurisdictions will be invited to comment on the plan at these meetings. A special meeting to address transit issues was also proposed at the Partnership, Planning and Programming Committee (3PC) meeting, though no date has been set.

The Track 2 document would be presented to the public in conjunction with the 1998 RTP. This will allow the environmental assessment of the RTP to also review the Track 2 document and the EIR alternatives could address the potential for new revenue (i.e. Track 2) as well as the financially constrained RTP alternative (which MTC is required to adopt).

Attached is a memo concerning the development of Track 2.

This is an information item only. No action is required.

focused on outlining potential regional and corridor level investments based on a re-analysis of RTP shortfalls and based on regional and corridor level management strategies.

MTC has examined potential investments in 16 major travel corridors or subareas throughout the region. For each of the 16 Track 2 corridors, we have identified specific issues relative to the five RTP goals: (mobility, equity, environment, economic and community vitality). Next, in keeping with MTC's systems management focus, we apply the management approach to each corridor to create a preliminary list of strategies and costs divided into the following categories:

- Key RTP Track 1 Investments: These projects could be advanced more quickly if Track 2 dollars become available.
- Basic Maintenance: Required to maintain our existing investments.
- Operational Strategies: Approaches to increasing the efficiency of the system.
- Lower End Expansion: Strategic expansion which comes closest in cost to fitting within a conservative estimate of potential Track 2 revenues.
- Higher End Expansion: Assumes a much higher rate of regional growth and transportation revenue than currently projected; as a result there could be greater system expansion.

The order of magnitude costs are intended to be a very preliminary reality check for comparing costs and budgets and are in need of greater refinement.

Next Steps

Currently, MTC staff has prepared a draft Track 2 report, which represents a starting point for future discussions. We recognize the document is incomplete. A general overview of the next steps would be:

- As originally proposed, undertake discussions with the Partners and other interested agencies to review the draft Track 2 report. These meetings would begin over the next month.
- Evaluate the Track 2 proposal.
- Based on the evaluation and further policy level discussion, continue to refine the proposed Track 2 strategy as appropriate.
- Develop a public outreach program that combines the 1998 RTP Update and Track 2.
- Completion of this work would take place in the July-September, 1998 time frame when MTC intends to adopt the 1998 RTP update.

TABLE 1
WORK PROGRAM COMMITTEE
ADOPTED PRINCIPLES FOR TRACK 2

The following findings were adopted by MTC's Work Program Committee to guide development of Track 2 (not in priority order).

1. **Track 2 Maintenance of Streets and Roads:** Maintenance is critical and should be a top priority, but not the exclusive focus of Track 2. Shortfalls in the maintenance of major roadways that have a regional focus (i.e., the Metropolitan Transportation System) should be funded. However, fully funding the maintenance needs of roads that have a very local role should not be a focus of a regional funding program. MTC should consider the life cycle cost of the facility in any maintenance funding program.
2. **Track 2 Funding for Transit:** MTC believes that our regional transit system is a critical strategic resource that Track 2 funding should be used to maintain. However, Track 2 funding should not be automatically used to restore recent transit cutbacks. New funding should be directed to maintain and enhance essential services in market where transit is most effective. ADA required paratransit is an important service and should be maintained and enhanced.
3. **Community Vitality and Concerns:** Track 2 funding could be appropriately used where it is carefully targeted for transportation projects in support of communities that are trying to improve community vitality. This would be a role for MTC in improving the land use/transportation connection and bringing transportation in closer accord with community objectives.
4. **Major Investments to Sustain Economic Vitality:** Major investments to sustain the region's vitality are critical and should be a major element of the track 2 program. Major investments should be selected using a systems approach reflecting regional goals. MTC should not artificially divide a funding program between transit investments for urban areas, and highway investments for suburban areas. Transit and roadways are important to both sectors.
5. **County Sales Tax Program Shortfalls:** MTC fully supports local voter approved sales tax programs as an essential and important part of an overall transportation program. Further, MTC recognizes that keeping the faith with voters is important. However, when shortfalls occur in these programs, regional funding should be directed to only those projects that have clear regional significance.
6. **Implementation Strategy:** For Track 2, MTC should maintain a flexible approach that identifies conceptual investment programs as well as specific projects. The program should be deliverable within available resources. Some project level detail will be necessary to provide sufficient overall program detail. A corridor approach is appropriate to define these investment strategies and projects.

TABLE 2
POTENTIAL TRACK 2 REVENUES
(Thousands of Escalated Dollars)

	Regional	Local Sales Tax*		Total	
	Gas Tax	Baseline	Conservative	Baseline	Conservative
Regional	\$ 295,367			\$295,367	\$295,367
Alameda	1,153,270	\$2,283,958	\$2,107,635	3,437,228	3,260,905
Contra Costa	814,597	943,405	866,171	1,758,002	1,680,768
Marin	202,864	466,418	433,711	669,282	636,575
Napa	106,392	201,152	195,215	307,544	301,607
San Francisco	618,122	777,177	643,442	1,395,299	1,261,564
San Mateo	564,392	746,174	667,894	1,310,566	1,232,286
Santa Clara	1,357,566	3,378,166	3,053,264	4,735,732	4,410,830
Solano	397,700	599,834	548,347	997,534	946,047
Sonoma	397,061	803,158	780,101	1,200,219	1,177,162
Total	\$5,907,331	\$10,199,442	\$9,295,780	\$16,106,773	\$15,203,111

*Note: Our projections of taxable sales are specific to each county, with a regional average growth of 6.0% per year and a real annual growth of 2.5%. While robust, these estimates (baseline) are not excessive when compared with the trend in annual growth rates experienced in the 1970s, 80s, and recent 90s. An alternative estimate in sales tax growth (conservative) was prepared by constraining the real annual growth rate to employment growth projections. The revised regional rate drops from 6.0% to 5.3% annual growth with these assumptions.

8.3 Update on the Highway 37 project (Bill Gray, Gene Berthelson)

The Highway 37 project is progressing according to schedule. An update will be presented at the December STA meeting by our consultant, Bill Gray and Gene Berthelson of Caltrans, District 10. This is an information item only. No action is required.