



**Board Meeting**  
**February 12, 1997**  
**6:00 p.m.**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 429-2894

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

**MEETING NOTICE**

**February 12, 1997**  
**STA Board Room**  
**333 Sunset Avenue, Suite 230**  
**Suisun City, CA**  
**Closed Session on Personnel**  
**5:45 pm, Suite 200**  
**Regular meeting**  
**6:00 pm, Suite 230**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

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

**ITEM**

- 1.0 Closed Session to Evaluate Executive Director's Performance - 5:45 pm, Suite 200
- 2.0 Call to Order - Confirm Quorum
- 3.0 Approval of Agenda
- 4.0 Executive Director's Report
- 5.0 Comments/Update from Staff, Caltrans, and MTC
- 6.0 Opportunity for Public Comment
- 7.0 Consent Agenda
  
- 7.1 Minutes of Meeting of January 8, 1997. Page 23
- 7.2 Draft minutes of January 29, 1997 TAC Meeting. Page 29
- 7.3 Request from Vacaville for TIP amendment. Page 35 (Kim Kloeb)
- 7.4 Request from Fairfield for STIP (TCI) amendment. Page 37 (Martin Tuttle)
- 7.5 Agreement with Caltrans for I-80 Reliever Route funding. Page 39 (Kim Kloeb)
- 7.6 Solano Paratransit quarterly report. Page 41 (Matt Todd)

**8.0 ACTION ITEMS FINANCIAL**

- 8.1 1997-98 Yolo-Solano Air Quality Management District Clean Air Projects.**  
Page 43 (Matt Todd/Dan Christians)
- 8.2 Solano Paratransit out-of-county service to Davis.** Page 49 (Matt Todd)
- 8.3 SEDCORP Transportation Forum.** Page 51 (Martin Tuttle)

**9.0 ACTION ITEMS NON-FINANCIAL**

- 9.1 Paratransit Coordinating Committee appointments.** Page 53 (Matt Todd)
- 9.2 Long Range Rail Alignment Report.**  
Page 57 (Martin Tuttle/Richard Tower)
- 9.3 I-80/680 Interchange Improvement Action Plan.**  
Page 61 (Kim Kloeb/Robert Grandy)
- 9.4 SB 47 (Kopp) Seismic toll bridge retrofit and administration of  
Regional Measure 1 funding.** Page 65 (Martin Tuttle)
- 9.5 Solicitation for ISTEA reauthorization demonstration projects.**  
Page 71 (Martin Tuttle)
- 9.6 Revised evaluation criteria and schedule for 1997-98 applications for BAAQMD  
Transportation Fund for Clean Air Program (TFCA).** Page 83 (Dan Christians)

**10.0 INFORMATION ITEMS NO ACTION NECESSARY**

- 10.1 Traffic Engineering and Technical Assistance Program (TETAP).**  
Page 89 (Dan Christians)

**Adjourn (Next Meeting: March 12, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

February 12, 1997  
Agenda Item 4.0

Area Code 707  
422-6491 ♦ Fax 429-2894

MEMORANDUM

Members: DATE: February 4, 1997  
TO: STA Board  
Benicia FROM: Martin Tuttle *Mt*  
Dixon  
Fairfield  
Rio Vista RE: EXECUTIVE DIRECTOR'S REPORT  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

ADMINISTRATION

**Budget:** Staff has begun developing the STA's 1997/98 budget, with the goal of presenting a draft proposal to the Executive Committee and Technical Advisory Committee (TAC) in March and a final version for approval by the Board in April. Attached is a summary of the status of our operations budget and various fund balances as of December 31, which outline that we are well within our spending targets for the first six months of the fiscal year (pages 4 and 5).

**PERS Contract:** PERS has completed the actuarial study needed to determine the STA's required contribution for the employee retirement program. The released rate of 7.816% is less than the 9% we had projected (based on the county's rate). The Board will need to adopt a Resolution of Intent at next month's meeting and approve a Final Resolution in April in order to execute the CalPERS contract.

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

Caltrans Project Development Team meeting, Oakland, January 9

Joined Vallejo staff at the Carquinez Bridge Replacement Project meeting to review the opportunity costs to provide the structural design capacity for rail on the bridge now as compared to building a separate bridge for rail in the future. The estimated \$27-38 million expenditure to upgrade the bridge deck (for BART loading requirements) is deemed to be cost-effective if that capacity is used by the year 2020. The request for Caltrans to determine the cost to accommodate light rail trains on the new bridge was again raised (see agenda item 9.2).

Business, Transportation & Housing Agency, Sacramento, January 9, 13, 14, 21, 24

Continue work with the Capitol Corridor Joint Powers Board's negotiating team to execute the terms of the management transfer of the trains from the State to the CCJPB. The key unresolved issue appears to be the level of funding to be provided by State for service administration -- the thorny issues of liability and potential funding exposure to local agencies now appear to be resolved as of this writing.

**Courage Drive Health Shuttle, Suisun City, January 14**

Joined MTC and Fairfield staff to review the status of the shuttle service to the county's health care facility located in the Solano Business Park. Fairfield staff reiterated their commitment to have the site served by regular fixed route service by this September.

**Capitol Corridor Joint Powers Board, Suisun City, January 15**

Joined Board members Spering and Hayes at the meeting to be briefed on the status of the interagency transfer agreement negotiations. Spering was elected chair of the CCJPB for a two-year term.

**SEDCORP annual meeting, Rancho Solano, January 15**

Joined Chairman Lessler, who spoke about transportation issues and the STA, at the economic development organization's annual meeting.

**Legislative Briefings, State Capitol, January 21**

At the request of Senator Kopp, joined BART staff in briefing Assembly member Helen Thomson and Senator Tim Leslie's staff on the Capitol Corridor negotiations.

**Intercity Transit Coordination Plan Workshop, Suisun City, January 24**

Joined county transit managers and STA staff at the first of three workshops facilitated by the study's consultants, Nelson-Nygaard.

**MTC Annual Legislative Day, State Capitol, January 27**

Joined Board member Spering and MTC staff at meetings with Senator Mike Thompson, Senator Maurice Johannesson, Assembly member Helen Thomson's staff and Assembly member Valerie Brown to discuss the need to protect the existing bridge toll program and to support local project funding.

**Solano Board of Supervisors (BOS), Fairfield, January 28**

BOS appointed Supervisors Barbara Kondylis and John Silva (alternate) to the STA.

**Daily Republic, Fairfield, January 29**

Joined Chairman Lessler at the meeting with editor Bill Buchanan and reporter Charles Levin to review the STA's general project goals for 1997.

**Contra Costa Transportation Authority/STA subcommittee, Walnut Creek, January 30**

Joined board members Hayes, Lessler and Spering at the meeting to receive project updates on the proposed Benicia-Martinez and Carquinez bridge projects. Caltrans stated the cost to upgrade the new Carquinez Bridge for a single light rail track is estimated at \$250,000, compared to the estimated \$27-38 million to accommodate BART trains (see related agenda item 9.2)

-- events after agenda mailout deadline --

**SEDCORP Executive Forum, Fairfield, February 5**

To join Board members Lessler and Spering at SEDCORP's policy board meeting to discuss possible efforts to develop a formal public/private sector partnership between our two organizations to promote long-term transportation mobility in Solano.

**Vallejo Transit Advisory Committee, Vallejo, February 6**

To brief the committee on the draft Long Range Rail Alignment Report (LRRAR) prepared by Wilbur Smith Associates (see agenda item 9.2).

**Vallejo City Council, Vallejo, February 11**

To brief the city council on the findings of the LRRAR.

**LEGISLATIVE REPORT:**

**SB 45 (Kopp):** Similar to Senator Kopp's unsuccessful STIP reform effort of last session (SB 1505), this bill would revise the STIP funding process and shift more responsibility for planning/programming to the local and regional level. The bill will get its first hearing in the Senate Transportation Committee on February 18.

**SB 47 (Kopp):** Places a \$1 surcharge on Bay Area toll bridges to help finance seismic retrofitting costs and shifts the administration of the current Regional Measure One toll revenue program from the CTC to MTC. This bill will also get its first hearing in the Senate Transportation Committee on February 18 (see agenda item 9.4).

**SB 55 (Kopp):** "Spot bill" for SB 47. This non-controversial bill is being used as the vehicle to place the issue of seismic toll bridge retrofitting into a joint legislative conference committee as soon as the measure is approved by both the Assembly and Senate. The bill was approved by the Senate Transportation Committee (5-1) on January 21 and will next be reviewed by the Senate Appropriations Committee.

**PVEA bill (Thomson):** The STA-sponsored bill to appropriate funds for the Dixon-Davis Bike Route is currently being drafted by the Legislative Counsel's office and must be introduced by February 28, the last day for introducing bills this year.

**UPCOMING EVENTS**

- |             |   |
|-------------|---|
| February 13 | Caltrans PDT - Carquinez Bridge meeting in Oakland.                                   |
| February 19 | Californians for Better Transportation annual meeting in Sacramento                   |
| February 20 | Joint subcommittee of the STA and Contra Costa Transportation Authority<br>in Benicia |
| February 26 | Metropolitan Transportation Commission meeting in Oakland                             |
| February 26 | STA TAC meeting in Suisun City  |
| March 5     | California Transportation Commission meeting in Los Angeles                           |
| March 12    | STA Board meeting in Suisun City  |

**ATTACHMENTS:**

- STA Priority Projects -- status report
- Budget for six months
- Key news articles

**STA QUARTERLY FINANCIAL REPORT - FY 96/97 - SECOND QUARTER ENDING 12/31/96**

	A	X	B	C	D	E	A+B+X-D	A+C+X-E
	Fund/Equity balance thru 06/30/96	1996/97 transfer between funds	Revenue		Expense		Fund Balance	
			Original approved budget	Received thru 12/31/96	Original Approved budget	Used thru 12/31/96	Projected at 06/30/97	Actual at 12/31/96
<b>GENERAL OPERATIONS</b>								
Gen Op	\$160,942	(\$100,000)	\$233,476	\$230,820	\$233,476	\$59,535	\$60,942	\$232,227
TDA Png & Admin	-	-	\$201,112	-	\$201,112	\$130,326	\$0	(\$130,326)
PCC Png & Admin	-	-	\$30,000	-	\$30,000	\$13,860	\$0	(\$13,860)
CMP Png & Admin	\$82,939	-	\$100,000	-	\$100,000	\$17,165	\$82,939	\$65,774
<b>YTD BALANCE</b>	<b>\$243,881</b>	<b>(\$100,000)</b>	<b>\$564,588</b>	<b>\$230,820</b>	<b>\$564,588</b>	<b>\$220,886</b>	<b>\$143,881</b>	<b>\$153,815</b>

ADA Planning	-	-	\$4,000	-	\$4,000	-	-	-
<b>VEHICLE ABATEMENT</b>								
Benicia	-	-	-	-	\$24,000	\$2,784	-	-
Dixon	-	-	-	-	\$4,000	\$215	-	-
Fairfield	-	-	-	-	\$57,000	\$12,767	-	-
Rio Vista	-	-	-	-	\$3,000	-	-	-
Suisun City	-	-	-	-	\$49,000	\$13,401	-	-
Vacaville	-	-	-	-	\$43,000	\$11,364	-	-
Vallejo	-	-	-	-	\$62,000	\$18,065	-	-
Solano County	-	-	-	-	\$28,000	\$11,455	-	-
Administration	-	-	-	-	\$5,000	\$2,844	-	-
<b>YTD BALANCE</b>	<b>\$58,527</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$79,532</b>	<b>\$275,000</b>	<b>\$72,894</b>	<b>\$58,527</b>	<b>\$65,164</b>
Solano Paratransit Ops	-	\$0	\$260,000	\$123,770	\$260,000	\$60,391	\$0	\$63,379
City Link	\$92,328	\$0	\$92,500	\$59,123	\$110,000	-	\$74,828	\$151,451
<b>STA AIR QUALITY</b>								
Administration	-	-	-	-	\$15,000	\$4,918	-	-
Benicia	-	-	-	-	\$150,000	-	-	-
Suisun City	-	-	-	-	\$75,000	-	-	-
Vallejo	-	-	-	-	\$31,495	-	-	-
Solano County	-	-	-	-	\$75,000	-	-	-
<b>YTD BALANCE</b>	<b>\$53,810</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$252,303</b>	<b>\$346,495</b>	<b>\$4,918</b>	<b>(\$17,685)</b>	<b>\$301,195</b>
<b>PROJECT DEVELOPMENT</b>								
Benicia - Martinez	-	-	-	\$5,000	-	\$3,984	-	-
Carquinez	-	-	-	\$10,000	-	\$4,430	-	-
Reliever Route	-	-	-	-	-	\$16,308	-	-
Bike Plan	-	-	-	-	-	\$11,026	-	-
Transit Management	-	-	-	\$9,000	-	\$8,570	-	-
I-680 / 80	-	-	-	-	-	-	-	-
Small Projects	-	-	-	-	-	\$2,673	-	-
<b>YTD BALANCE</b>	<b>-</b>	<b>\$100,000</b>	<b>\$15,000</b>	<b>\$33,446</b>	<b>\$115,000</b>	<b>\$46,989</b>	<b>\$0</b>	<b>\$86,457</b>
I-80 Reliever Route	-	\$0	\$443,000	-	\$443,000	-	-	-
<b>OVERALL =</b>	<b>\$448,546</b>	<b>\$0</b>	<b>\$1,929,088</b>	<b>\$778,994</b>	<b>\$2,118,083</b>	<b>\$406,079</b>	<b>\$259,551</b>	<b>\$821,461</b>

## OPERATIONS BUDGET THRU 12/31/96

(Adopted on December 11, 1996)

EXPENDITURE	BUDGETED	SPENT YTD	REMAINING	% USED YTD
Salaries & Benefits	\$331,248	\$143,009	\$188,239	43.20%
Stipends	\$6,600	\$2,700	\$3,900	40.90%
VV - Legal	\$5,100	\$2,486	\$2,614	48.70%
VV - Personnel	\$8,000	\$5,502	\$2,498	68.80%
VV - Accounting	\$46,900	\$21,716	\$25,184	46.30%
Other technical services	\$25,000	\$0	\$25,000	0.00%
<b>(1) Building rent</b>	<b>\$33,840</b>	<b>\$28,264</b>	<b>\$5,576</b>	<b>83.50%</b>
Mileage reimbursement	\$1,500	\$746	\$754	49.70%
Training	\$3,000	\$1,180	\$1,820	39.30%
Professional Membership	\$500	\$195	\$305	39.00%
General supplies	\$20,000	\$4,316		
Printing / Binding		\$3,143		
<b>(2) Postage</b>		<b>\$5,247</b>		
Mailing		\$138		
Small Tools & Equipment		\$159		
		<b>\$13,002</b>	<b>\$6,998</b>	<b>65.00%</b>
<b>(3) Telephone</b>	<b>\$6,000</b>	<b>\$2,335</b>	<b>\$3,665</b>	<b>38.90%</b>
Audit services	\$13,500	\$1,000	\$12,500	7.40%
Equipment / furniture	\$8,000	\$1,752	\$6,248	21.90%
Trans Plan Update	\$28,400	\$0	\$28,400	0.00%
Contingency	\$27,000	\$18,000	\$9,000	66.70%
<b>GRAND TOTAL =</b>	<b>\$564,588</b>	<b>\$220,887</b>	<b>\$343,701</b>	<b>39.10%</b>

(1) Paid through 04/30/96

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

<b>STA Project Development Fund 1996-97 Priority Projects - Status Report (listed in alphabetical order)</b>				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Vallejo, STA	\$20,000	\$20,000	\$11,203	-Public workshop in Vallejo on Feb. 20 -Public Hearing in Crockett on Feb 26 -MTC supports \$5.8 million to upgrade Benicia-Martinez Bridge for rail on 12/18
-Long Range Rail Alternative Report (LRRAR)	\$25,000	*		-Wilbur Smith and Assoc. to brief STA on LRRAR on Feb. 12
Benicia Transit and Vallejo Transit Coordination Study Benicia, Vallejo	\$3,500	\$14,000		-RFP to be released in March '97 (MTC \$14,000 match approved June '96)
Bike Route Implementation Plan STA	\$15,000	*	\$11,026	-Clean Air Fund application for Vjo-FF /I-80 route segment, funding was approved for \$392,000 -Project Study Reports prepared for Dixon-Davis Bike Route and Bay Trail connector/I -780 Bikeway in Benicia -Vallejo TEA applic. on Bay Area contingency list, pending CTC determination of funds to be granted
Capitol Corridor STA	\$1,000	*	\$836	-Martin Tuttle appointed to team to negotiate transfer agreement -MTC recommends Suisun/Fairfield station TCI grant on 12/18 -STA Board approved JPA agreement 11/13/96
Dixon Migrant Camp Unmet Needs Study County of Solano	\$2,000	*	\$1,837	-Trial service with City of Dixon vehicles completed, operations will be evaluated
Electronic Toll Collection Caltrans	*	*		-Initial system design failed to meet the minimum performance standards set. Next trial run in 4/97 and open to public late 97 on Carquinez bridge
Highway 12 Improvements STA	*	*		-Suisun City widening project completed and grand opening held December 3
Highway 37 Project Vallejo, STA	*	*		-Bill Gray presented status report as part of STA/Vallejo contract at December 11 meeting
Highway 113 Relocation Dixon	*	*		-CMAQ application submitted, pending CMAQ fund estimates from SACOG
I-80/680 Auxiliary Lanes STA	\$10,000	*	\$505	-Contract awarded to Korve/Smith & Kempton at STA meeting on 10/9, report to Board 2/12
I-80 Reliever Route Implementation Plan STA	\$5,500	\$50,000		-STA Board to approve supplemental Coop. Agreement on Feb. 12 -STA Board approved revised Coop. Agreement on 11/13/96 and all parties have executed the doc. -STA approved contract with Korve Engineering on 7/10/96
	\$25,000	*	\$16,308	-Vacaville request to fund aerial photography
Mare Island Access Study Vallejo	<del>\$25,000</del>	\$475,000		-PDF funding (\$25,000) transferred to Long Range Rail Alternative Report (LRRAR)
Transit Management Plan STA	\$4,000	\$56,000	\$9,732	-Transit Operators Workshop held on Jan. 24 -Transit Steering Committee to meet with consultant on 2/12 -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
<b>TOTAL</b>	<b>\$116,000</b>	<b>\$140,000</b>	<b>\$51,446</b>	

\* No funds allotted at this time

\$256,000

## LETTERS TO THE EDITOR

*Daily Rep*  
11/13/97

### Ideas for improving Vacaville bus service

We recently heard about a survey concerning how many Solano Community College students and Kaiser members would be interested in having public transportation from their home areas to these destinations.

I am writing because other people, such as the disabled and low-income families, were not given a chance to respond to this survey, which was given at Kaiser and at the college campus in Vacaville.

My mother is visually impaired and would like to give her opinion. Public transportation to both these places would be extremely helpful to her as well as to all others within this community.

The route that would be convenient for these places would be from the downtown transfer point to the Civic Center and then to either Kaiser or the college; also,

add a route to the Vacaville Reporter building. The return trips should occur every half hour to enable people to make various appointments and set up college classes. Her idea is for it to go from 7:30 a.m. to 6:30 p.m., every half hour, with 6:30 p.m. the last bus.

To respond to this situation, contact the mayor or the Public Works Department to assist in getting the transportation system up and running soon. We thank you very much for reading and responding to this letter. I shall type my mother's name at the bottom.

**Gloria G. Davis**  
Vacaville

# Follow the Plan

Reporter  
(1-18-97)

## Blueprint to improve quality of life awaits

**A**long, analytical and collaborative process that brought leaders from the public and private sector together has promulgated "Solano: The Plan for Economic Vitality," a blueprint that can guide the region toward a better quality of life.

Two years ago, leaders of the Executive Forum, the public policy arm of the Solano Economic Development Corp., started work in hopes of developing a strategy that could help cities, the county and the private sector work together to make this a much better place to live.

On Wednesday, more than 200 civic and business leaders were on hand in Fairfield to unveil "The Plan for Economic Vitality." It articulates an overall vision for Solano County: Communities collaborating to create a balance between growth and quality of life.

The goals outlined are simple enough:

- Create a business-friendly climate;
- Attract industries that create quality employment;
- Develop a world-class education system and skilled work force;
- Address infrastructure issues; and
- Ensure the future of Travis Air Force Base.

Over the past two years, more than 100 community

leaders were tapped to help create the economic development blueprint. It cites some key issues that must be addressed, including immediate improvement in the public school system as it relates to labor skills, solutions to transit problems, identifying and attracting good-paying industries that are likely to choose Solano County, and streamlining and standardizing the government regulatory and permit process.

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*The cure will come only when there exists a collaborative atmosphere.*

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There are many issues identified, but few specific solutions proposed. The cure for problems and the key to economic vitality will come only when there exists a collaborative atmosphere — government, schools and the private sector working together, not in conflict.

Coming soon are a series of workshops and projects to determine what work needs to be done to achieve these goals. "The Plan" is the first step.

SED Corp. and the Executive Forum have provided the framework for prioritizing quality-of-life issues in Solano County, such as improving the business climate, creating new jobs, assessing infrastructures and generally strengthening the economy through intercity collaborations. Government and educational institutions must step forward and join the process.

# New Vallejo ferries may pick up Benicians

Benicia (1-19-97)

By Mark Stricherz  
SHERALD STAFF WRITER

The two new \$6.5 million ferries that Vallejo expects to start operating sometime in the next several months are not coming to Benicia — not yet anyway.

But saying that they'd love to have a ferry that carries 300 passengers and travels to San Francisco and back at all times of the day, Benicia city representatives say they will redouble their efforts to bring a ferry to the Benicia waterfront. The reasons: it's good for business, and for passengers.

"It's not an option now," said Vallejo associate transportation

analyst Doug Vanderkar of Benicia's efforts to have the Vallejo ferries drop by Benicia on their way to San Francisco. "Docking problems are a real issue, and we certainly couldn't go in the (Benicia) Marina Harbor. The Jet-Cat (ferry) we have now is too big to fit in the Harbor and that's smaller than the new ones we're getting," Vanderkar said. The ferries, which are 130-foot long and 40-foot wide, are roughly the size of half a football field.

In addition, Vanderkar said that were a ferry to stop in Benicia it would be delayed an extra 10 to 15 minutes, making the total traveling time for each trip an hour or longer. Each boat is expected to travel

from Vallejo's Ferry Terminal to San Francisco in 50 minutes and make trips almost hourly from 6 a.m. to 7 p.m.

Vanderkar characterized relations between Mayor Jerry Hayes and Vallejo Mayor Gloria Exline as "chit-chat," but said they could grow more serious in the future.

Councilman Pepe Arteaga, however, said that Hayes has been serious, requesting a \$1 to \$2 million grant from the regional Metropolitan Transportation Committee (MTC) to bring a ferry to Benicia. Hayes, who is a member of the MTC, was unavailable for comment.

Besides Hayes and Councilwoman Carey Corbaley, Arteaga

See ferry, page A8

has been a leader in the city's efforts for ferry service and said that several meetings have been arranged with city officials and businessmen to bring that about.

"We haven't dropped the boat on the ferry," Arteaga said. "I've been lobbying (Vallejo) City Council members and the Mayor to get the ferry to stop off here. I had a meeting with (Old Town Merchants Association director) Steve Messina and First Street merchants to work on getting it."

Arteaga said he at least wants to have a demonstration ferry from either Vallejo or Martinez to show Benicia's support for such a service.

Besides the obvious convenience for passengers, the ferries would spur Benicia's business, which is expected to happen in Vallejo.

Vallejo city officials are planning to make several improvements at Vallejo's Ferry Terminal, which is located at 495 Mare Island Way. A parking lot will be

paved; bus facilities improved; a 5-acre parcel of land will have grass and an irrigation system; and there's talk that a rail connection will be installed between Vallejo and Napa.

But to be able to get a ferry Benicia may need providential help in addition to that of local business and politicians.

According to Vanderkar, the main reason Vallejo was able to get the ferries was because of a very unlikely event — the 1989 Loma Prieta earthquake, which made the Bay Bridge temporarily inoperable and forced Vallejo to provide a ferry service to San Francisco.

Thousands of people used the ferries, which, Vanderkar said, "made it quite obvious that there was a market here and that we needed a service."

In 1990 transportation activists put Proposition 116 on the ballot. When it passed, \$10 million was earmarked for a ferry service in Vallejo. The other \$4 million came from federal matching funds

Now, six years later, a ferry will be running in April and the other **PAGE 9** sometime in May.

# Commuters in a pinch

■ Benicia bus switch could change commute

By Sarah Rohrs

Times-Herald staff writer

(1-20-97)

BENICIA — With no money to get his car out of the shop, Johnie White of Vallejo has had his share of adventures with public transit in his daily struggle to commute to his job in the supply department of the Concord Naval Weapon Station.

But even though he's often late for work, White manages to get by, taking the Benicia Transit bus to Sun Valley Mall where he catches a Concord city bus to the weapons station.

He's afraid that proposed changes in the Benicia Transit

(See **Benicia**, A7)

bus schedule will force him to borrow money to fix his car. Then he'll join the freeway gridlock as a solo driver commuting across the Benicia Martinez Bridge.

Norma Lohnes of Benicia is furious about the changes in the bus schedule and believes the cuts in service from Benicia to Vallejo will force her to quit her part-time job at Kaiser Permanente.

"They better be finding something else. If they need to raise the price then raise the price, but help the people who need this transportation," Lohnes said.

The City Council on Tuesday will consider adopting schedule revisions in the Benicia Transit bus service that will save the city \$25,000 in fiscal year 1996-97, and \$60,000 in 1997-98 by cutting service hours by 14 percent.

If adopted, the revised bus schedule will go into effect on Feb. 3.

Finance Director Alan Nadritch, who also serves as the finance director, said the changes were made by proposing to eliminate the "least productive" bus runs, such as the first 4:50 a.m. run that leaves Benicia for Pleasant Hill BART.

He said this bus has "no ridership."

Nadritch said he's aware the proposed changes will leave some riders stranded,

but insisted they are vital because the state continues to cut funding for mass transit services.

The changes council members will consider are included in the Short Range Transit Plan the City Council passed last year. Later this year, council members will be presented with hikes in bus fares.

Under the proposals trips from Benicia to Vallejo and vice versa will be cut from 38 trips to 25 and other runs will be "streamlined" so that riders may have to wait an hour in some cases rather than 20 minutes for the next bus.

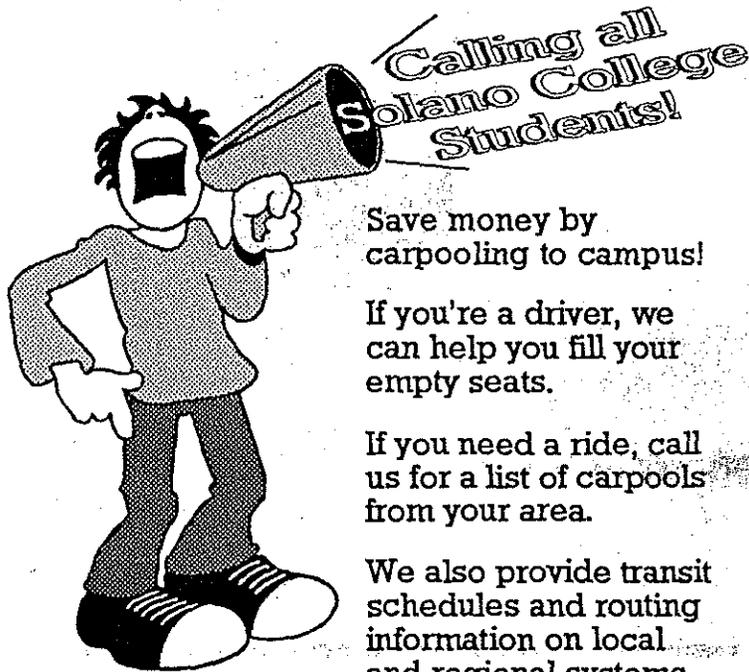
Some riders are worried that the "streamlining" or scheduling buses at the same time each hour will cause them to land at the Pleasant Hill BART station just moments before their departure times, leaving them with no other alternatives if they miss their connection.

Among the most contentious changes are the eliminations of morning stops at the Sun Valley Mall. Between 7 and 9 a.m., stops at that location will be reduced from seven to four.

While Benicia commuters will be inconvenienced, Vallejoans are more likely to feel the pinch.

Nadritch said flyers notifying riders of the changes were put in the buses in December.

The City Council meeting **PAGE 10** begins at 7:30 p.m.



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*Reporter 1/29/97 & 1/26/97*

**Neal Peirce Commentary**

# ISTEA or "Hot Tea": 1997 Transportation Choice

By Neal R. Peirce  
Washington Post Writers  
Group

*(Neal Peirce is a syndicated columnist who writes about local government issues. His columns do not reflect the opinions of County News or the National Association of Counties.)*

Will 1997 mean more ISTEA — or a cup of "Hot Tea" (Highways Only Transportation), which is what the highway lobby wants?

The choice has to be made this year because ISTEA, the landmark Intermodal Surface Transportation Efficiency Act of 1991, prescribing how about \$25 billion a year in federal gasoline taxes are allocated to states and metropolitan regions for highways and other transit, will expire Dec. 31.

ISTEA, for the first time in American history, gave America's urban areas

taxes to the Highway Trust Fund than they get back) have organized to restack the deck in their own favor.

One group, led by the governors of California, Michigan, Ohio and South Carolina, wants to get rid of the federal gas tax altogether. With the feds out of the way, the states would presumably be free to raise their own gas taxes and spend them just as they please. ISTEA's concepts of regional discretion would have to be refought in each state — an unlikely prospect.

A second coalition of 21 states has cooked up "STEP 21," a program to guarantee each state 95 percent of what it puts into the trust fund. The bill would undo many of the ISTEA features that promote transportation innovation.

Then there are the people that Mort Downey, deputy secretary of transportation, calls "the true conservatives" — those who believe ISTEA was a historic step forward and should be retained and perfected, not junked.

annual investment shortfall of at least \$17 billion to maintain highways, plus more than \$7 billion in mass transit.

Although the Administration is on record favoring ISTEA's extension, transportation officials are holding their breaths awaiting the president's budget, fearing cuts that could actually reverse U.S. transportation progress. Especially vulnerable will be ISTEA's breathing room to fund the mass transit innovations, restored rail stations and other amenities that take the hard edge off a "roads only" program.

What 1997 undoubtedly will bring is rough competition among blocs of states jockeying for raw dollars. The highway lobby will be battling to regain its monopoly on gas tax dollars. All sorts of transportation interests will be maneuvering to move expenditures from the Highway Trust Fund "off budget" and thus save themselves from Admin-

ISTEA Pg 2.

(through their metropolitan planning organizations) power to decide on regional transportation priorities. The law decreed, in fact, a full, democratic planning process close to the community level.

Highways remained the priority, but the 1991 law — the first after completion of the interstate highway system — opened the door to some mass transit outlays. It also set aside some money (about \$1 billion a year) for transportation enhancements such as regional greenways and bikeways.

Now the regional discretion, and in fact all the alternative transportation uses, are in peril.

One reason: Neither governors nor highway builders like the money and power-sharing ISTEA has forced on them.

So the road builders and their allies, claiming it takes \$20 billion a year just to maintain the national highway system, are asking for what is nicknamed Hot Tea, a highways-only trust fund.

And two groups of so-called "donor states" (because they contribute more in gasoline

Chief among these is the Clinton Administration itself. Though now facing a transition between secretaries — from Federico Peña to Rodney Slater — the Department of Transportation (DOT) has drawn up a draft for ISTEA reauthorization and is pushing it.

Last year DOT held 13 regional forums and conducted over 100 focus groups on ISTEA across the country, including highway builders, environmentalists, freight shippers and community activists.

The consistent message, says Peña: "ISTEA works. It isn't perfect, nor has its implementation always been easy." But the law, he says, has made the country focus on transportation results — improved mobility, intermodal connections, economic development, international competitiveness, a better return on investment, cleaner air, safety.

The international angle is especially intriguing. Fast-growing Asian-rim economies, notes Peña, are planning to invest more than \$500 billion in transportation alone over the next decade. The Europeans are making similar commitments. But the United States, says Peña, already has an

istration and congressionally driven cuts.

In all that hurly-burly, what will Congress then do about the metropolitan-based planning and decision system, which has moved transportation planning closer to the people and given ISTEA its civic, democratic edge?

ISTEA is actually a pilot of a new way of doing our governmental business. Why couldn't the federal government — hopefully in coordination with the states — require similar regionwide deliberations and coordinated choice-making in housing, environmental planning, social services, health and other fields?

History could then record ISTEA as the first federal legislation of the citistate age, creating a focus of governance at the level of metropolitan regions where 80 percent of Americans live.

This is precisely the kind of innovation we need to get ready for the 21st century. But now, in a raw money fight among mega-lobbies, even the pilot effort could be in real peril.

(c) 1997, Washington Post Writers Group

# Bay area job boom hits Solano County

■ Nearly 25 percent of 2,000 new manufacturing jobs go to Vallejo

By **Rachelle C. Marquez**  
Times-Herald staff writer

1-26-97

The Bay Area boom in manufacturing jobs in everything from high-tech to biotechnical has brought Solano County 2,000 new industry jobs in 1996.

"Solano County is a function of the Bay Area economy, so as the Bay Area grows, we can expect Solano to grow," said Mary McCarthy, president of Solano Economic Development Corporation.

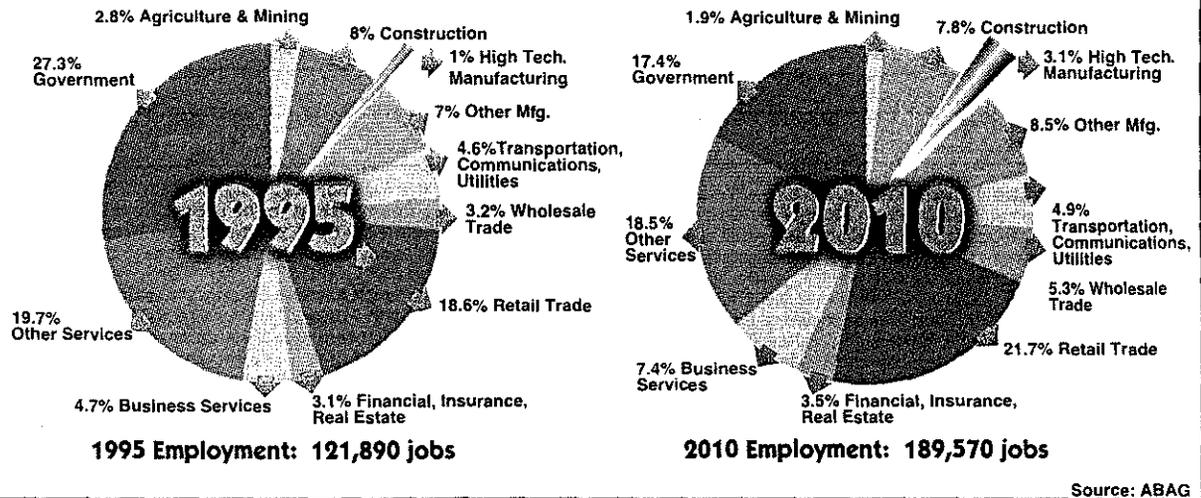
As part of a boom that features new businesses and expansions of existing companies, Vallejo captured roughly 25 percent share of last year's new industry jobs. Meyer Corp.'s opening in May 1996 brought in 180 new industry jobs to Vallejo. Pegasus, a ship dismantling company on Mare Island, brought the city 200 new jobs.

"We look at industry jobs, because manufacturing jobs usually have a multiplier effect in that they help create additional jobs in the ser-

(See **Jobs**, A12)

## High technology manufacturing will be the fastest growing sector in Solano County.

There will be six times more jobs in 2010 than 1995 in high technology manufacturing. Employment in agriculture is projected to remain relatively steady through to 2010, but will decrease to 1.8 percent of overall employment as total employment increases. As with agriculture, employment in government is projected to remain relatively steady through to 2010, but will only account for 17.4 percent of employment in Solano County.



## Jobs

Pg 2

(From A1)

vice and retail sector," McCarthy said.

The primary industries that are expected to grow in the Bay Area and have a trickle-down effect to Solano County are "knowledge-driven industries." Knowledge-driven industries include multimedia, software, biotechnical and electronic firms.

The Bay Area is a "hotbed" for California's New Big Three industries — high-technology, entertainment, and international trade, McCarthy said. These new industries have surpassed the previous job generators in California — the defense, aerospace, and construction industries — and are generally more higher-paying jobs, she added.

Vallejo's share of new industry jobs created in 1996 has exceeded the Association of Bay Area Government's (ABAG) expectations.

According to ABAG's project and research staff projections for Vallejo job demands according to sector for 1995

through 2005, the city will have 210 new manufacturing and wholesale jobs, a seven percent increase. A two percent increase in service jobs will create 2,020 new jobs. A 48 percent growth in retail jobs will bring in 2,680 new jobs. The "other job sector" will increase by 30 percent, creating 3,850 new jobs for Vallejo.

In comparison to Vallejo, the 1995 through 2005 projections for Fairfield show that the neighboring city will have 1,870 new manufacturing and wholesale jobs, a 116 percent increase. They would have a 52 percent growth in the service sector, creating 4,910 new service jobs. Their retail sector will grow by 53 percent with 4,150 new jobs. Three percent of the other jobs sector will bring in 660 new jobs.

"The numbers look low for Vallejo because you have to factor in the Mare Island situation," McCarthy said. Although new jobs are coming right now, the city still has to account for the 7,000 high-pay-

ing jobs that were lost with shipyard's closure, she added.

According to Howard Siegel, administrative analyst of the Mare Island Conversion Division, 100 industry jobs came from Jeff Co. and Abrasive Blasting Co. Alco Iron & Metal created 20 new jobs. ASTEC brought in three new jobs and The Carpenter Group created 7 jobs.

Because a significant amount of money and effort went into retraining former Mare Island workers in different job areas, McCarthy believes that a majority of them have been absorbed by new employers or have started their own businesses.

With the Vallejo closure of Mare Island in April 1996, the movie and television production industry is utilizing the unique settings and buildings of the former shipyard. In addition to the filming of movies, a number of industrial tenants are now operating on Mare Island. These firms have been able to hire and and take

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advantage of the skills of a "majority" of former Mare Island employees.

Through the Entrepreneurial School training program sponsored by the Solano County Small Business Development Center, 61 percent of former Mare Island workers have started their own businesses, McCarthy said.

McCarthy said every Solano city benefited from the new industry jobs created in 1996.

When Westamerica Bank located its headquarters and data center to Fairfield, 450 jobs were created. Mindscape, Solano's first major software company success, brought in over 35 jobs. Vacaville's new Kaiser Permanente Medical Center created 350 jobs. Alza Corp.'s expansion reeled in 150 jobs. United Airlines created 120 jobs. Fibrebond's expansion into a new building created 80 jobs. Genentech, on track to open in 1999, brought in 250 construction jobs.

Companies moving into Solano County provide a revenue

base because they pay property taxes, McCarthy said. In addition, their employees who are homeowners also pay property taxes on their homes. These residents would buy their goods and get services from local merchants, allowing the city to bring in revenue from sales tax dollars.

Generally, manufacturing jobs tend to be "more quality jobs" that are sufficient to support a family and create households," she added.

"I think you'll find that most cities feel that there needs to be a balance between corporate and residential development in order to enjoy a healthy economic environment."

With the entertainment industry taking advantage of the space and settings of closed military facilities, economic experts are not surprised with the amount of industry jobs in Solano County.

"Of those 2000 jobs, I bet Vallejo has the lions share because we are basically the only

city in the area that has brought in multimedia and entertainment industries here with the making of some films on Mare Island," said Vallejo Economic Development Director Al da Silva.

"I am not at all shocked with those numbers, and I think that we (Vallejo) are leading in terms of movies and the entertainment industry," he added.

(1-31-97)

# Dixon looks at new commuter lot

**In brief** The city was able to garner federal money for the project with help from Fairfield officials.

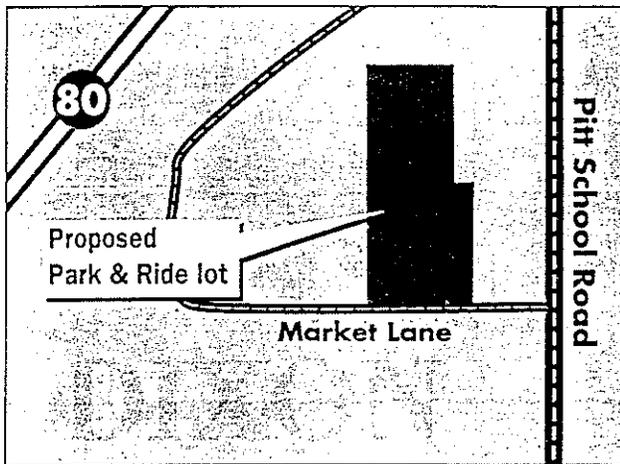
By Don Harness  
Staff Writer

With help from the city of Fairfield, Dixon probably will gain a 120-space commuter park-and-ride lot this year.

The Dixon City Council in a 4-1 vote Tuesday, authorized Dixon's city manager to enter a funding agreement with the city of Fairfield, which will secure \$576,075 from the Federal Transit Administration.

Dixon, because of many factors including its size, does not receive funds through the transit administration. Fairfield, however, is able to secure the funding and pass it on to Dixon.

Dixon plans to buy the site, on Market Lane about a half block west of Pitt School Road, from Coast Creative Development Co. Plans call for a shelter for bus riders and a bicycle storage area.



Janet Koster, a Dixon Public Works spokeswoman, said the lot also might be used for overflow parking if a proposed movie theater is built.

"Anything to reduce congestion on I-80 is of benefit to the whole area," Koster told the council.

Fairfield entered the funding picture when Dixon hit a three-year delay in its park-and-ride project because of funds tied to air basin allocations.

Northern Solano County is the only portion of the Bay Area's Metropolitan Transportation Commission district influenced by the Sacramento air basin.

Agencies from both Sacramento and the Bay Area had to agree on how to allocate funds for projects designed to improve air quality. The red tape ended up causing the delay in funding for Dixon's project.

Dixon then came up

against transportation commission deadlines and faced losing funding for any park-and-ride project.

But Fairfield agreed to act as an intermediary for funding through the Federal Transit Administration, since the smaller city of Dixon does not directly receive administration funds.

"Everyone is aware of where the funding is going," said Koster.

The arrangement, Koster explained, means Dixon will buy the property and build the project, then request reimbursement from Fairfield. In turn, Fairfield will get reimbursed from the transit administration.

According to Kevin Daughton, a spokesman for Fairfield transit, Fairfield can benefit by helping reduce congestion on the Interstate 80 corridor. Also, it will gain a permanent site for its CityLink buses to pick up Dixon riders.

Dixon Councilman Chris Manson was the sole dissenter, questioning the need for the project. He suggested there are other local needs for the transit money, including pothole repair.

Times Herald  
1-3-97

By Jim DeKloe

**A**n urban planner recently argued that the planning profession, in concert with the development industry, "gave the public exactly what it asked for in Southern California."

In making this statement, he's right. He's also dead wrong.

Yes, most of us do love our single-family tract homes in the suburbs. The lure of this lifestyle is great. Commuters exchange their modest dwellings near their San Francisco workplace for affordable tract houses in Tracy or Modesto or Dixon.

**The author teaches biology at Solano Community College, lives in Fairfield, and serves as the chairman of the Solano Group of the Sierra Club.**

To own the dreamhouse, we are willing to endure two daily commutes in bumper-to-bumper traffic. We consider the sacrificed family time to be worth it—until.

This lifestyle is great until the inevitable impact of this model of urban planning catch up with us. The quality of life declines incrementally. But one morning you will look up and the local mountains are no longer visible. Weren't they right there?

And that drive that used to take 20 minutes now takes an hour. Why did all of the stores close downtown? Why are the high

# Don't turn Solano into Los Angeles

schools so crowded? And why did my taxes go up so much?

In Solano County, we will enjoy this lifestyle until smog makes the Vaca Hills invisible, the traffic on Interstate 80 builds to Friday levels full time, and the tract houses extend from horizon to horizon. Since this sprawling growth doesn't pay for itself, perhaps an assessment will have to be placed on

our assessment districts. Then, our feeling of love for our suburban tract home will become, "How can I get out of here?"

Everyone recognizes that it could happen here. Most people believe that it is happening here. The entire length of Interstate 80 in Solano County is already rated level of service E or F. (These rating systems are like grades in school; an A rating is excellent, an F rating is - well, an F.)

Each of the Fairfield high schools will soon have 3,000 students on campuses built for 1,800. Houses creeping up the hillside are beginning to dominate the views. Every morning paper brings news of yet another business in the downtown area that has closed.

It's probably harder to find someone in Solano County who isn't scared to death that growth will destroy their quality of life than it is to find someone in Los Angeles who actually wants to live there. This isn't a matter of no-growth or anti-growth (whatever that distinction may be), but a matter of where to grow and how.

The last place the Bay Area should grow is on prime agricultural land in Solano County. The last way that growth should occur is the sprawling extension contained in the general plans of most of the cities in Solano County.

The Bay Area Greenbelt Alliance argues convincingly that the population of the nine  
■ See Solano, Back Page

# Solano ...

■ Continued from Page 1G  
counties surrounding San Francisco Bay could grow by 50 percent without plowing an additional acre. This could be accomplished by clearing out abandoned industrial parks, bulldozing and replacing blighted areas, adding living quarters above shops, and filling in the vacant fields in already existing towns.

A friend, who is an urban planner, estimates there are 100 square miles of such land in the East Bay alone. These areas could be filled in and revitalized, and the surrounding hillsides and agricultural lands could be left alone.

This new model of development will cause builders to prosper, reduce infrastructure costs (and therefore taxes), force the inner cities to be renovated, and preserve open space. The only losers in choosing this method of growth are land speculators who profit when local governments change land-use designations from agricultural to urban uses.

Solano County has begun to incorporate some of these innovative planning solutions. County government should be praised for its support of Proposition A, which directs growth into the cities, and preserves the agricultural value of lands in the unincorporated part of the county.

Suisun City showed great planning when it replaced the blighted Crescent neighborhood with a beautiful, high-density, neo-traditional

Victorian village. Suisun City has established an area downtown that has shops with second-story living quarters above.

The cities of Dixon and Vacaville should be commended for their innovative approach in establishing the Dixon Vacaville greenbelt. The cities of Vallejo, Fairfield, and Benicia should be praised for their commitment to prevent urbanization of 10,000 acres.

At the same time, the plans of Dixon, Rio Vista and Fairfield to convert farm land into urban jungle are frightening and appalling. This new model of growth will require innovative planners who can design new neighborhoods that will fit into former industrial park sites. We need good planners to design these new communities of the future. But the last thing that we need are out-dated planners who are still thinking about placing road grids on farmland.

Back to the thesis that planners and developers gave people exactly what they wanted in Southern California. I don't know that anyone really wanted Southern California's smog, crime, gridlock and downright ugliness to happen. The planners and developers engineered the conversion of Southern California from a dreamland to a place reviled.

We don't want to repeat that development pattern.

# Lawmakers try to bring home transit bacon

## Congress members gear up for tussle over federal billions for transportation

By Judy Holland  
EXAMINER WASHINGTON BUREAU

WASHINGTON — Billions of dollars for highways and other transportation systems will be up for grabs in Congress this year, setting off a geographical tug of war as lawmakers try to bring transit funds back home.

The lure of all that money has made a seat on the House Transportation and Infrastructure Committee so prized that it has grown into the biggest panel in the history of Congress.

"Folks are lined up," said Rep. Jay Kim, R-Ontario, who sits on the committee. "We've got to keep adding desks. We almost occupy all of the room already. There's not room for the audience now."

Leaders of both parties are negotiating to expand the committee even more, from 66 to 72 members. "There were members that were so vociferous about not getting on that they went straight to the leadership" to get a seat, said Jeff Nelligan, spokesman for the panel.

The Bay Area lost an important voice on transportation matters during the last Congress, when its top-ranking Democrat, former Rep. Norman Mineta of San Jose, quit in midterm. But this year, freshman Rep. Ellen Tauscher, D-

Pleasanton, secured a seat on the newly reconstituted panel.

She says she realized on the campaign trail that transportation issues were a top concern for Northern California because voters kept asking questions about it. Her Republican opponent, Bill Baker, was on the committee in the previous Congress.

"It is the most important thing to the Bay Area, because of the nature of our topography and the kinds of congestion we get," Tauscher said. "It takes too long to get to work. We don't have the proper mix of trains, bus, light rail and car."

The prize this year is the Intermodal Surface Transportation and Efficiency Act, or ISTEA, being renewed before its expiration date of Sept. 30. Since it was first enacted in 1991, spending has averaged \$22 billion a year for roads, bridges, bus and subway systems and bike paths.

The new program is likely to be even richer: 57 senators, led by Sens. John W. Warner, R-Va., and Max Baucus, D-Mont., are urging that the highway portion of the pot be boosted to \$26 billion, while Sens. Alfonse D'Amato, R-N.Y., and Daniel Patrick Moynihan, D-N.Y., are pushing for an additional \$5 billion for mass transit.

The money fight is dividing



Rep. Tauscher

states into two camps: those that pay more in gas taxes to the Highway Trust Fund than they get back in federal transportation spending, and those that get back more money than they pay in taxes.

California, which kicks in more money in gas taxes than any other state, got back 98 cents for each federal gas tax dollar it remitted in 1995, according to the Federal Highway Administration. California lawmakers insist that the average return actually is closer to 90 cents on the dollar.

Funds are allocated to the states by complicated formulas. Critics say the formulas are skewed in favor of states represented by powerful lawmakers when the 1991 law was written.

West Virginia, home of Sen. Robert Byrd, the Senate's most senior Democrat, for example, received \$1.49 back in 1995 for every dollar it paid. New York state, represented by Moynihan — the original author of the 1991 ISTEA legislation — received \$1.21 back in federal money for every dollar in 1995.

South Carolina was the biggest loser in 1995, the latest year for which figures are available — getting back an average of 52 cents for every dollar it paid in gas taxes. The biggest winner was Alaska, which got \$5.78 per dollar paid, according to the 1995 figures.

Lawmakers from states with rapid growth in the 1990s want to change the formulas to get a bigger slice of the pie.

Sen. Barbara Boxer, D-Calif.,

2/3/97

Transit Pg 2.

who successfully nabbed a seat on the subcommittee that will write the Senate version of ISTEA legislation, said she sees a "huge" battle looming.

"I'm not going to be happy until (California gets) 100 cents on the dollar," Boxer said. "The state should get back what it put in."

Boxer acknowledges that California has received hundreds of millions of dollars in emergency funds to fix roads and bridges after earthquakes and floods. But those were exceptional cases caused by natural disasters, she says.

The California House delegation has formed a task force to fight for more money. "In the past we've been donating too much money to other states," said Kim, the state caucus organizer. "We need the money here badly. It's about time we got credit."

Kim wants to enact new funding formulas that factor in heavy truck traffic from seaports and that allow for increased road use stemming from the North American Free Trade Agreement.

He expects the California congressional delegation to try bolstering the state's clout by teaming with other "donor states" to change the formulas. Rep. Gary Condit, D-Modesto, is co-sponsoring legislation that would ensure that every state gets back at least 95 percent of the money it puts in.

Tauscher promised to join in such efforts, saying she will fight to make sure California gets "our fair share. My job is to make sure that California is treated fairly."

## Project reduced number of Highway 12 fatalities

By Ian Thompson  
DAILY REPUBLIC

FAIRFIELD — A year-long project meant to improve safety on Highway 12 reduced by half fatal accidents on the highway last year, but didn't cut down the overall number of accidents.

The California Highway Patrol project was spurred by 14 traffic-related deaths in 1994, including two accidents which claimed five people each.

A mother and five children were killed in February 1994 when their car swerved across the two-lane highway and collided head-on with a large truck. In June 1994, five high school students were killed on

the last day of school when the driver tried to pass a vehicle and collided with an oncoming car.

The CHP, using an \$83,000 federal grant, put additional patrol officers on Highway 12. CHP airplanes helped enforce the road's 55-mph speed limit.

The grant also paid for a radar trailer used to display the speed of passing vehicles to increase drivers' awareness of their speed.

Although the project ended on Jan. 1, Solano Area CHP Commander Capt. Mike Young said "I want to assure motorists the CHP remains committed to reducing the number of accidents on Highway 12."

**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of the Meeting of**  
**January 8, 1997**

**1.0 Call to Order - Confirm Quorum**

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

**MEMBERS**

<b>PRESENT:</b>	Steve Lessler	City of Fairfield
	Jerry Hayes	City of Benicia
	Don Erickson	City of Dixon
	Helen Madere	City of Rio Vista
	Jim Spering	City of Suisun City
	David Fleming	City of Vacaville
	Bill Patchell	City of Vallejo

**MEMBERS**

<b>ABSENT:</b>	Vacant	County of Solano
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**ALSO**

<b>PRESENT:</b>	Alan Nadritch	City of Benicia
	Richard Mitchell	DAVE Transportation
	Kevin Daughton	City of Fairfield
	Steve Heminger	MTC
	Martin Tuttle	STA
	Kim Kloeb	STA
	Dan Christians	STA
	Matt Todd	STA
	Stacy Medley	STA
	Paul Hom	City of Vacaville
	Gary Leach	City of Vallejo

**2.0 Approval of Agenda**

Chairman Lessler noted that the agenda might be modified as the meeting progressed to accommodate an early presentation by Steve Heminger of MTC.

**3.0 Executive Director's Report**

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

- MTC was developing a plan to maintain Transportation Demand Management (TDM) programs in the Bay Area, such as those provided by Solano Commuter Information (SCI), in light of state funding cuts. He anticipated that additional funding from programs managed by the STA, and the Yolo-Solano Air Quality Management District (YSAQMD) might be requested in the near future.
- Negotiations to transfer the management of the Capitol Corridor passenger rail service from the state to the new Capitol Corridor Joint Powers Board were ongoing, but had not been completed by the December 31, 1996 deadline mandated by the legislation that created the CCJPB. He would update the STA Board as negotiations proceed. The CCJPB will review the progress of negotiations at their January 15 meeting.
- Tuttle will meet with the STA consultant on the Long Range Rail Alignment Report, and Vallejo Mayor Gloria Exline, on the issue of rail on the proposed Carquinez replacement Bridge on January 10.
- STIP reform legislation will be sought by Senator Kopp again this session of the legislature. He noted that the legislative update portion of the agendas would expand as bills are introduced in the new session of the legislature.
- Included in the STA Board member's folders was a letter from MTC requesting a list of potential STIP projects from Solano County. The STA response had been a short list of eligible projects. He noted that the response did not constitute any commitment on the part of the STA.
- The annual Bay Area Council poll of key issues in the Bay Area listed transportation once again as the number one concern.

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

Matt Todd said that staff had drafted a coordinated response to MTC's request for information concerning the 1997-98 unmet transit needs process in Solano County. The unmet needs findings will be finalized by MTC this month. There will be more information on unmet needs in the upcoming months.

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

There were none.

#### **6.0 Consent Agenda**

The consent agenda was approved unanimously on a motion by Mayor Sperring with a second by Mayor Hayes. The consent agenda consisted of the following items:

- 6.1 Minutes of Meeting of December 11, 1996.**
- 6.2 TFCA (AB 434) recipient agreements for 1996-97. (Dan Christians)**
- 6.3 TFCA funding agreement with BAAQMD for Solano Bikeway. (Dan Christians)**
- 6.4 Paratransit Coordinating Council (PCC) Appointments. (Matt Todd)**

#### **END OF CONSENT AGENDA**

- 7.1 A resolution requesting approval of PVEA request for Dixon to Davis bicycle route funding.**

This item was presented by Dan Christians. Dan provided a brief summary of the proposed bicycle trail, and responded to questions from the STA Board on the proposed operation of the shared bicycle/rail trail. He requested the STA Board approve the staff recommendation and adopt a resolution requesting Assemblymember Helen Thompson to introduce legislation to provide \$1 million in funding for this project from the Petroleum Violation Escrow Account (PVEA).

The staff recommendation was approved unanimously on a motion by Mayor Erickson, with a second by Mayor Hayes.

- 8.2 Resolution in support of the reauthorization of ISTEA. (Steve Heminger)**

This item was presented by Steve Heminger, Manager of MTC Legislative Program. The item was moved up on the agenda to accommodate Mr. Heminger's long drive back home. Martin Tuttle expressed his appreciation for Mr. Heminger's efforts to attend the meeting and provide information to the STA Board on the pending reauthorization of the federal transportation act.

Mr. Heminger noted that the current federal transportation act, the Intermodal Surface Transportation Efficiency Act (ISTEA), would expire on September 30, 1997. A new authorization must be in place by that time to continue federal transportation funding to the states.

Mr. Heminger noted that the current act has provided much greater flexibility to local governments and regional agencies to meet transportation needs. In Solano County, ISTEA has provided over \$27 million in funding for over 50 projects.

He noted that a reauthorization of the Act in its current form faces several challenges, including a "Turn Back" proposal that would repeal the federal gas tax, and allow states to replace it with state gas taxes. This proposal would not be beneficial to transportation interests, since many state constitutions, including California's, place restrictions on the use of state gas taxes. The "Turn Back " proposal would not guarantee funding at the same level as that provided by the federal gas tax.

The STA Board discussed this issue with Mr. Heminger, including questions on the current federal formula for distribution of federal gas taxes back to the states in which they were collected. After the discussion, Mayor Spering moved approval of the resolution supporting the reauthorization of ISTEA in its current form. Mayor Hayes seconded the motion, which passed unanimously.

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

Chairman Lessler noted that the STA has recently concluded a very eventful year that included the departure of the STA Vice-Chairman, Gary Tatum of Vacaville. He noted that the issue of chairmanship had been discussed in the Executive Committee, and the committee recommended that Chairman Lessler serve as Chairman for another one year term to provide continuity for the ongoing transition of the STA Board into a more effective regional agency. Mayor Fleming moved for approval by acclamation. The motion was seconded by Bill Patchell, and passed unanimously.

Chairman Lessler moved that Mayor Erickson be appointed Vice-Chair. The motion was seconded by Mayor Spering, and approved unanimously.

Mayor Spering requested that the STA consider making the term for the Chairman a two year term to allow for greater continuity. Martin Tuttle noted that the proposed change in term would require an amendment to the Joint Powers Agreement, and might more efficiently be considered along with any other proposed changes that might be required during the course of the calendar year. Chairman Lessler suggested that the item be tabled at the present time, but be addressed at some point during the 1997 calendar year.

### **8.3 STA Annual Report.**

Martin Tuttle noted that the report reflects the significant progress made by the STA over the past year. The report outlined the priority projects, which will be the basis of the STA work effort for the coming year. He requested permission to distribute the report to the STA partners, and the public.

Several ideas were discussed to better reach the public. Martin Tuttle suggested that STA Board members and staff could meet with the editorial boards of local newspapers. The concept of a presentation on public access television was also discussed.

Mayor Hayes moved that the report be accepted. The motion was seconded by Mayor Spering, and passed unanimously.

**9.1 Update on Paratransit Coordinating Council (PCC).**

Matt Todd presented this informational item to update the STA Board on the PCC's recommendations to increase participation and review membership categories. Items discussed included less meetings per year, modification of the transit users positions, potential PCC appointees attending a STA meeting, and PCC members presenting PCC related items to the STA Board. The STA Board expressed concern about transportation contractors serving as members. The Executive Committee will receive an update in February on further PCC recommendations

**9.2 Board Members Comments.**

None.

**9.3 Adjourn**

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

**DRAFT**

**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**January 29, 1997**

**AGENDA ITEM 1. CALL TO ORDER**

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:30 p.m. by Martin Tuttle at the STA conference room.

<b>PRESENT:</b>	Dan Schiada	City of Benicia
	Saaid Fakharzadeh	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Janet Koster	City of Dixon
	Jamie Elliott	City of Dixon
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Michelle Morris-Brubaker	MTC
	Ed Stewart	MTC
	Robert Grandy	Smith & Kempton
	John Gray	Solano County
	Martin Tuttle	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Dan Christians	STA
	Gian Aggarwal	City of Vacaville
	Paul Hom	City of Vacaville
	Ed Huestis	City of Vacaville

**AGENDA ITEM 2. APPROVAL OF AGENDA**

Martin Tuttle requested that the agenda be amended to include discussion of proposed demonstration projects for the ISTEA reauthorization act. The agenda was approved as amended on a motion by Paul Hom with a second by Gian Aggarwal.

**AGENDA ITEM 3. MINUTES OF MEETING OF NOVEMBER 26, 1997**

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

**AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT**

There was no public comment.

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

Saaid Fakharzadeh of Caltrans informed the TAC that District 4 has prepared a presentation to Director Van Loben Sels on the District's proposed projects for the upcoming Proposed State Transportation Improvement Program (PSTIP). The list of projects for Solano County includes:

1. Improvements to the I-80/680 interchange. (PSR 1a - \$4.1 million).
2. Construction of an interchange at Highways 37 and 29 (Phase II).
3. Construction of a new two lane expressway alignment on Highway 12 from the Denverton Overpass to Curry Road.
4. A four lane expressway on Highway 12 from the Sacramento River to Azevedo Road.
5. Fourlaning of Highway 12 from Red Top Road to the Napa County line.

Mr. Fakharzadeh noted that the PSTIP had been developed without input from the STA or local jurisdictions on Solano County priorities. He assured the TAC that this fact would be conveyed to Director Van Loben Sels as part of the presentation. Martin Tuttle reiterated that the PSTIP did not reflect local priorities, and that a following agenda item on the improvements to the I-680/80 interchange would show that the STA will pursue non-STIP funding for that improvement.

Martin Tuttle confirmed that the STA would work with Caltrans to develop a proposal that could be supported by both prior to actual submission of the Caltrans PSTIP to the CTC.

Ace Forsen informed the TAC that work proceeds on the Carquinez and Benicia/Martinez Bridges. Workshops on the Carquinez Bridge project will be held in Crockett on February 19, Vallejo on February 20, and a public hearing in Crockett of February 26. Ace said that the current schedule for the Benicia/Martinez Bridge calls for construction to begin in 1998. He expects construction on the Carquinez Bridge to begin shortly after construction on the Benicia/Martinez Bridge.

Ace Forsen noted that Caltrans would hold a workshop for contractors interested in bidding on seismic retrofit of state bridges on February 27.

## **AGENDA ITEM 6. I-80/680 INTERCHANGE IMPROVEMENT ACTION PLAN**

Robert Grandy of Smith and Kempton provided a brief presentation of the Action Plan for improvements to the interchange. The Action Plan focuses on the relatively inexpensive (\$4.1 million) improvements to the direct connector ramps, and a possible upgrade to the existing weigh scales facilities. While the Action Plan investigated all potential funding sources, including the STIP, it recommended that the STA pursue Regional Measure 1 funding for the projects. The Action Plan also pointed out that certain parts of the project could be funded from State Highway Operations Program Projects (SHOPP), or Traffic Systems Management (TSM) funds.

The Action Plan, and the recommended funding strategies, were unanimously approved by the TAC on a motion by John Gray with a second by Morrie Barr.

## **AGENDA ITEM 7. REQUEST FROM VACAVILLE FOR TIP AMENDMENT**

The City of Vacaville requested that \$300,900 of unused Congestion Mitigation and Air Quality (CMAQ) funds be reprogrammed to cover the \$130,540 deficit in the eastern CMAQ program, and the remaining \$170,360 to cover the shortfall on a Vacaville CMAQ funded project to acquire clean fuel buses.

Kim Kloeb pointed out that the City of Vacaville had obtained \$300,900 in CMAQ funding programmed by the STA to provide signal interconnects on Elmira Road and on Nut Tree Road. They were later successful in receiving Clean Air Project funds programmed by the Yolo-Solano Air Quality Management District (YSAQMD) for the same two projects. Gian Aggarwal said that the City of Vacaville had pursued the redundant funding because administrative problems in securing the CMAQ funding had jeopardized the delivery of these two projects. The vehicle acquisition project is currently in the process of obtaining authorization.

A recent review of the program status by SACOG, MTC and STA staff showed that actual revenues have not met estimates, and the program is over subscribed by \$130,540. Vacaville staff requested that the overrun be covered from the \$300,900 surplus created by the double funding of the two Vacaville interconnect projects.

Vacaville requested that the remaining \$170,360 be programmed to cover the increased costs to another Vacaville CMAQ project, the acquisition of three alternate fuel fixed route buses. The original estimate was \$200,000 for each of the buses. More recent estimates indicate that the actual cost of the buses will be about \$300,000 per bus. \$531,000 is currently programmed for the buses, the addition of the \$170,360 will provide a total of \$701,360. This is about 78 percent of the total cost. The City of Vacaville would provide the remaining funds as local match.

Janet Koster of the City of Dixon noted that these funds could be programmed to another jurisdiction in the YSAQMD area, such as Dixon, Rio Vista, or eastern Solano County. However, the short time remaining to obligate the funds, September 30, 1997, would make programming a totally new project problematic, or impossible. She objected to the short notice provided by the City of Vacaville to reprogram the funding.

STA staff recognized the validity of her point, but due to the constraints of the deadline on the use of these funds, Kim Kloeb recommended approval of the Vacaville request. STA staff committed to monitor and coordinate both programs more closely in the future to prevent a reoccurrence of this situation.

Vacaville's request was approved by the TAC on a motion by Gian Aggarwal with a second by John Gray, with Janet Koster voting against the request.

## **AGENDA ITEM 8. REQUEST FROM FAIRFIELD FOR STIP (TCI) AMENDMENT**

The City of Fairfield requested that lead agency status and \$498,000 in Transit Capital Improvements (TCI) funding be transferred from the STA to the City of Fairfield. Kim Kloeb provided a short background.

The STA was granted \$498,000 from the 1994-95 TCI program to partially fund preliminary engineering, environmental clearance, and right-of-way acquisition for the proposed Fairfield/Vacaville Capitol Corridor passenger rail station on Vanden Road. In 1995-96, the City of Fairfield was awarded \$402,000 from the TCI program to fully fund the project.

In order to receive TCI funds, an agency must be approved by the state under a process known as an SB 580 Review. To obtain an SB 580 clearance to acquire right of way, the agency must have a Caltrans certified right of way acquisition program, which the STA does not have. The STA clearance is for preliminary studies only. The city of Fairfield has an SB 580 review application pending that will allow them to receive right of way funds from the state. The request would also consolidate the administration of the two grants.

The request from the City of Fairfield was unanimously approved by the TAC on a motion by Janet Koster with a second by Gian Aggarwal.

## **AGENDA ITEM 9. SOLANO PARATRANSIT OUT-OF-COUNTY SERVICE TO DAVIS**

Matt Todd presented a proposal to the TAC that would allow Solano Paratransit to provide a trial service from the City of Dixon to the City of Davis. The City of Dixon would share half the cost of the service for the current fiscal year. Kevin Daughton noted that the method of funding was not consistent with the current Solano Paratransit policy. Matt Todd noted that this was a trial service, and that the policy would be reevaluated during the trial period, and after conclusion of the trial period.

The proposal was approved unanimously on a motion by John Gray, with a second by Morrie Barr.

## **AGENDA ITEM 10. 1997-98 YSAQMD CLEAN AIR PROJECTS**

Matt Todd presented a proposal for the STA to apply for funding for the CityLink bus service, and Dan Christians presented a proposal for partial funding of a bicycle route from Dixon to Davis.

Matt noted that the STA would investigate the potential for providing the CityLink service with clean fuel vehicles. This would make the project more attractive to the Air District, as it would be consistent with guidance from YSAQMD staff.

Dan Christians said that the STA would be requesting up to \$75,000 for a class II bike route from Dixon to Davis. The funding would match Solano County overlay funds already programmed for a portion of Old Davis Road from Old Davis Road Bridge to the U.C. Davis Campus.

The proposals were unanimously approved on a motion by John Gray with a second by Dan Christians.

**AGENDA ITEM NEW. SOLICITATION OF DEMONSTRATION PROJECTS FOR THE ISTEA REAUTHORIZATION ACT**

This item was added under the approval of the agenda. Due to the deadline of February 25 for submitting project requests, it would not be possible to schedule it for the February TAC.

Martin Tuttle distributed a letter from Congressman Vic Fazio soliciting projects that could be funded as "priority projects" under the pending reauthorization. He suggested a strategy of requesting one project of each of the county's congressional representatives. In the following discussion a consensus was reached to request funding of the I-80 Reliever Route from Congressman Riggs, to request funding of the Dixon grade separation from Congressman Fazio, and that the cities of Benicia and Vallejo would confer on the development of a request to Congressman Miller.

**AGENDA ITEM 11. LONG RANGE RAIL ALIGNMENT REPORT**

Martin Tuttle updated the TAC on the progress of the study. He noted that the final study should be ready for the February STA meeting. A draft would be available to interested parties prior to the STA mailout. He noted that the study had dismissed the concept of providing capacity on the Carquinez Bridge for a BART type technology. The study has focused on the provision of light rail capacity over the bridge for a potential light rail service from Napa to Vallejo and possibly on to the Capitol Corridor or BART. The study has found that the cost to provide light rail capacity would be minimal, as light rail vehicles do not require much more structural capacity than heavy trucks.

**AGENDA ITEM 12. TRACK 2 OF THE 1998 REGIONAL TRANSPORTATION PLAN UPDATE**

Michelle Morris-Brubaker stressed that Track 2 should include the results of recent corridor planning studies, such as the North Bay Corridor and the I-80 Corridor Study. Martin Tuttle noted that the potential of a local transportation revenue initiative makes the development of Track 2 critical. Michelle thanked the TAC for their input on potential projects, and noted that MTC would work closely with the STA on the development of Track 2.

**AGENDA ITEM 13. TRAFFIC ENGINEERING AND TECHNICAL ASSISTANCE PROGRAM (TETAP)**

Dan Christians noted that this MTC program provided technical assistance with small traffic engineering type projects, such as signal design. He pointed out that the deadline for requests from the program was February 24. Dan informed the TAC that the MTC contact for the program is Shawn Gage.

**AGENDA ITEM 14. 1997-98 BAAQMD TRANSPORTATION FOR CLEAN AIR PROGRAM**

Dan Christians informed the TAC that application forms for the Bay Area Air Quality Management (BAAQMD) Clean Air Projects that are programmed by the STA would be forthcoming shortly. He noted that the funds are for clean air projects in the BAAQMD air basin only. He estimated that at least \$300,000 would be available for 1997-98 projects.

**AGENDA ITEM 15. MTC REORGANIZATION CHART**

Ed Stewart presented a brief summary of the recent reorganization of MTC. He noted that he would be the Solano County contact for any financial matters. He also noted that Michelle Morris-Brubaker would continue to be the contact for the development of Track 2.

**AGENDA ITEM 16. SOLANO PARATRANSIT QUARTERLY REPORT**

Matt Todd noted productivity of the service was at 1.53 passengers per hour, and should increase in the spring and summer months.

**AGENDA ITEM 17. ADJOURN**

The TAC meeting was adjourned by Martin Tuttle at 3:27 pm. The next TAC meeting will be February 26.

**7.3 Request from Vacaville for Transportation Improvement Program amendment (eastern CMAQ). (Kim Kloeb)**

The City of Vacaville obtained \$300,900 in Congestion Mitigation and Air Quality (CMAQ) funding to provide signal interconnects on Elmira Road and on Nut Tree Road. They were later successful in receiving Clean Air Project funds from the Yolo-Solano Air Quality Management District (YSAQMD) for the same two projects.

CMAQ funds in the eastern portion of Solano County that is within the YSAQMD air basin are provided from the Sacramento Area Council of Governments (SACOG), but are programmed into the MTC's Transportation Improvement Program (TIP). They are programmed based on estimates provided by SACOG. The STA receives nominations from the jurisdictions in eastern Solano, and STA staff and a subcommittee composed of the jurisdictions in eastern Solano recommend a program of projects to the STA Board. Upon approval by the STA Board, the CMAQ funds are programmed into the MTC TIP.

Eastern CMAQ funds were programmed in Cycle I and Cycle II of ISTEA. A recent review of the program status by SACOG, MTC and STA staff shows that actual revenues have not met estimates, and the program is over subscribed by \$130,540. MTC and STA staff proposes, and Vacaville staff concurs, that the overrun be covered from the \$300,900 surplus created by the double funding of the two Vacaville interconnect projects.

Vacaville requests that the remaining \$170,360 be programmed to cover the increased costs to another Vacaville CMAQ project, the acquisition of three alternate fuel fixed route buses. The original estimate was \$200,000 for each of the buses. More recent estimates indicate that the actual cost of the buses will be about \$300,000 per bus. \$531,000 is currently programmed for the buses, the addition of the \$170,360 will provide a total of \$701,360. This is about 78 percent of the total cost. The City of Vacaville would provide the remaining funds as local match.

These funds could be programmed to another jurisdiction in the YSAQMD area, such as Dixon, Rio Vista, or eastern Solano County. However, the short time remaining to obligate the funds, September 30, 1997, would make programming a totally new project problematic, or impossible. STA staff recommends approval of the Vacaville request. This recommendation has been reviewed and approved by the TAC, with Janet Koster of Dixon dissenting.

Attachment

January 17, 1997

Michelle Morris-Brubaker  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

**DRAFT**

Dear Michelle:

The City of Vacaville has successfully obtained Clean Air Funding from Yolo-Solano Air Quality Management District to complete Cycle II CMAQ approved projects Elmira Road Traffic Signal Interconnect (\$106,200) and Nut Tree Road Traffic Signal Interconnect (\$194,700).

The City of Vacaville respectfully requests that the unused CMAQ funds of \$300,900 be reprogrammed via a TIP Amendment to another Cycle II CMAQ approved project, the Alternate Fuel Fixed Route Busses. The original estimates for the three CNG fueled busses came in at about \$200,000 each. More recent estimates come in at \$300,000 each.

The City of Vacaville is also aware of an Eastern Solano County CMAQ deficit of \$71,990 for Cycle I and \$58,550 for Cycle II.

By reprogramming the CMAQ savings of \$300,900, less the total deficit of \$130,540, the net amount of \$170,360 would help decrease the shortfall of available funding for the three CNG fueled busses.

This TIP Amendment does not change the scope of the projects or affect the MTC Air Quality Model. The TIP Amendment does not require any additional CMAQ dollars, other than what has already been approved. With the additional \$170,360 added to the \$531,000 approved for the Alternate Fuel Fixed Route Busses, the new total of \$701,360 would represent 78% of the new revised total project cost of \$900,000. This TIP Amendment would also eliminate the deficit of \$130,540 carried forward on the books.

Should you have any questions or need further information, please contact me at (707) 449-5424.

Sincerely,

Edward P. Huestis  
Transportation Systems Management Coordinator

Copy to: Paul Horn, Deputy Director of Public Works  
Martin Tuttle, Executive Director, Solano Transportation Authority

**7.4 Request from Fairfield for State Transportation Improvement Program (TCI) amendment. (Martin Tuttle)**

The STA was granted \$498,000 from the 1993-94 Transit Capital Improvements (TCI) program to partially fund preliminary engineering, environmental clearance, and right of way acquisition for the proposed Fairfield/Vacaville Capitol Corridor passenger rail station on Vanden Road. This request was supported by the Solano Rail Facilities Plan. In 1994-95, the City of Fairfield was awarded \$402,000 from the TCI program to fully fund the project.

In order to receive TCI funds, an agency must be approved by the state under a process known as an SB 580 Review. To obtain an SB 580 clearance to acquire right of way, the agency must have a Caltrans certified right of way acquisition program, which the STA does not have. The STA clearance is for preliminary studies only. The City of Fairfield has an SB 580 review application pending that will allow them to receive right of way funds from the state.

The City of Fairfield requests that the STA transfer lead agency status on the 1993-94 TCI funding to the city to allow the right of way to be purchased. STA staff supports that request. This recommendation has been reviewed and approved by the TAC.

**7.5 Agreement with Caltrans for I-80 Reliever Route funding. (Kim Kloeb)**

Two projects along the I-80 Reliever Route are currently funded by Surface Transportation Program (STP) funds. The two projects are improvements to the intersection of Peabody Road at Cement Hill Road, and a two lane extension of Leisure Town Road to Vanden Road. This agreement covers Preliminary Engineering for the improvements to the Leisure Town Road Extension. An agreement for the Peabody Road improvements is forthcoming. The agreement is required before the City of Vacaville can be reimbursed for costs to date, which include the preparation of environmental documents currently under review by Caltrans and FHWA. This agreement provides \$200,000 to cover costs of Preliminary Engineering. The federal share is \$177,060 and the local share is \$22,940.

This agreement is consistent with the provisions of the Cooperative Agreement, which has been reviewed by the TAC, and approved by the STA Board. A copy of the agreement was provided to the City of Vacaville for their review. Copies of the full agreement are available for review from the STA.

**RESOLUTION 97-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH  
CALTRANS FOR FUNDING OF THE LEISURE TOWN ROAD EXTENSION**

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

**WHEREAS**, the Solano Transportation Authority (STA) has entered into a Cooperative Agreement with the City of Vacaville to construct an extension of Leisure Town Road to Vanden Road on the I-80 Reliever Route; and

**WHEREAS**, the Leisure Town Road Extension will be funded with Surface Transportation Program (STP) funds; and

**WHEREAS**, STP funds are federal funds distributed by Caltrans; and

**WHEREAS**, a Master and Supplement Agreement between the STA and Caltrans is required to receive the STP funds.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby authorizes the Chairman to enter into a Master and Supplemental Agreement with Caltrans to receive the funding for the Leisure Town Road Extension .

---

Steve Lessler, Chairman  
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of February, 1997.

---

Martin Tuttle, Executive Director  
Solano Transportation Authority

## **7.6 Solano Paratransit quarterly report. (Matt Todd)**

The following spreadsheet contains information for July through December 1996. The November and December months show a decline in the amount of trips provided that occur annually in these months due to such factors as holidays, weather, short daylight hours, etc. Wheelchair percentage for the year is at 42%. Extrapolation of the revenue hours show the service within budget for the year. The productivity is at 1.53 for the year, lower than we would like, but should rise through the next quarter as we enter a period where we normally have more passengers and increased productivity.

**Solano Paratransit, FY 1996-1997  
Monthly Data and Performance Report**

Month	Total Monthly Passngrs	Dix	FF	Rio	Sui City	Vaca	Coun	Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/ Revenue Vehicle Hour	Denials
Jul	654	0	107	0	54	430	63	223	34.1%	486	1.35	0
Aug	827	19	200	0	79	482	47	318	38.5%	520	1.59	0
Sep	781	34	207	0	100	413	27	381	48.8%	503	1.55	0
Oct	979	34	219	0	153	534	39	439	44.8%	570	1.72	0
Nov	681	20	181	0	150	303	27	329	48.3%	444	1.53	0
Dec	620	7	142	0	131	324	16	253	40.8%	440	1.41	0
Jan	0											
Feb	0											
Mar	0											
Apr	0											
May	0											
Jun	0											
TOTAL	4,542	114	1,056	0	667	2,487	219	1,943	42.8%	2,963	1.53	0
YTD AVE	757	19	176	0	111	414	37	324	42.8%	494	1.53	0
ANNUALIZED	9,084	228	2,112	0	1,334	4,973	438	3,886	42.8%	5,926	1.53	0

Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
\$19,444	\$1,387	\$18,057	7.1%
\$20,804	\$1,753	\$19,050	8.4%
\$20,102	\$1,701	\$18,401	8.5%
\$22,808	\$2,047	\$20,761	9.0%
\$17,767	\$1,385	\$16,382	7.8%
\$17,598	\$1,234	\$16,363	7.0%
\$118,522	\$9,507	\$109,014	8.0%
\$19,754	\$1,585	\$18,169	8.0%
\$237,043	\$19,015	\$218,028	8.0%

**8.1 AB 8/2766 1997-98 Yolo-Solano Air Quality Management District Clean Air Projects**  
(Matt Todd/Dan Christians)

AB 8 funds are a property tax on the residents who live in the Yolo-Solano Air District. AB 2766 funds are a vehicle registration charge on the residents who live in the Yolo-Solano Air District. The STA, Dixon, the County, Rio Vista, and Vacaville are all eligible project sponsors for these monies.

The projects the YSAQMD are calling for are from the five categories listed below. The AB 2766 funds are expected to be distributed based on the following categories and their corresponding amounts.

Clean Fuel Infrastructure	\$ 125,000
Alternative Transportation Programs	\$ 40,000
Transit Services	\$ 150,000
Traffic Systems Management	\$ 50,000
Public Education/Information	\$ 15,000

The AB 8 funds are not broken out by project category in the application and will account for approximately another \$80,000 of funds.

Attached is a list of the projects submitted, as well as which projects received funding for 96-97. The jurisdictions eligible to receive these funds should have received an application, but can contact the YSAQMD if they have not (800-287-3650). Please note the following dates which are on an advanced schedule compared to last year's cycle.

Informational Workshop	February 13, 1997
Applications Due	March 7, 1997
Award Notification	June 1997

The STA has funded CityLink Route 30, which serves Dixon, Fairfield, Vacaville, and the County, with these monies since 1991. We received \$95,000 for FY 94-95, \$81,000 for FY 95-96, and \$56,000 for FY 96-97. YSAQMD staff has informed us we are likely to see another decrease in funding for FY 97-98 funding and any level appears to be dependent on the use of alternative fueled vehicles for the service. Staff has not determined the amount it will request for the FY 97-98 cycle. The funding request will be determined by the cost of procuring and operating an alternative fueled vehicle on the route. Staff will first look for assistance in this task from the Solano operators, and will also look to neighboring counties who currently operate, fuel, and maintain alternative fueled vehicles in their fleets. Staff considers this project as a top priority for the clean air funds in Solano County.

The STA has no programming authority over the disbursement of these funds. Any shortfall in funding would draw from the limited STA reserves for this service. The participating jurisdictions would have to fund the service through other sources when the STA's reserve is depleted or the service would have to be terminated.

The Dixon to Davis Bike Route Project Study Report was recently completed as part of the Bike Route Implementation Plan. This Route will extend approximately 7 miles from the proposed Dixon multi-modal station to U.C. Davis. The route is proposed to be built in four segments. Staff recommends an application request of \$75,000 for YSAQMD funds to build segment four, consisting of class II bike lanes from the Old Davis Road Bridge to the U.C. Davis campus. This will match a \$93,000 street project that Solano County already has programmed for that segment.

Staff recommends approval of the attached resolution authorizing the submittal of an application for AB 8/2766 funds for the operation of CityLink Route 30 (amount to still be determined), and for partial funding of the Dixon to Davis Bicycle Route in the amount of \$75,000.

**RESOLUTION 97-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING APPLICATIONS FOR CLEAN AIR FUNDS TO YOLO-SOLANO AIR  
QUALITY MANAGEMENT DISTRICT FOR FY 1997-98**

**WHEREAS**, Yolo-Solano Air Quality Management District has requested applications for the FY 1997-98 Clean Air Program; and

**WHEREAS**, the Solano Transportation Authority (STA) is preparing proposals to meet the March 7, 1997 submittal deadline; and

**WHEREAS**, the STA plans to submit applications for CityLink (Route 30) and for a portion of the Dixon-Davis Bike Route; and

**WHEREAS**, both projects meet the criteria established by the YSAQMD and will meet long range plans and programs of the STA and its member jurisdictions; and

**WHEREAS**, the STA's Technical Advisory Committee has discussed the proposals and recommended that applications be submitted for these projects.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby authorizes the Executive Director to submit applications to YSAQMD for FY 97-98 Clean Air Funds for CityLink (Route 30) and for a portion of the Dixon-Davis Bike Route .

\_\_\_\_\_  
Steve Lessler, Chairman  
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of February, 1997.

\_\_\_\_\_  
Martin Tuttle, Executive Director  
Solano Transportation Authority

YOLO-SOLANO AQMD  
 CLEAN AIR FUNDS FISCAL YEAR 1996/97  
 REVIEW COMMITTEE RECOMMENDATIONS

Applicant	Project	Requested Funding	AB2766	ABB	Proposed Funding	AB2766	ABB
<b>CLEAN FUELS: (AB2766 - \$125,000/ABB - \$8,000)</b>							
Vacaville, City of	EV for Construction Inspection	\$20,000	\$20,000	\$0	\$4,000	\$0	\$4,000
Yolo Co. Transit Authority	Purchase & Upgrades to Wldd CNG Fueling Station	\$200,000	\$200,000	\$0	\$22,000	\$22,000	\$0
Yolo Co. Transit Authority	Retrofit Small Maint. Bldg. for CNG Maint. Capability	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0
Solano County	Vehicle Replacement with Electric	\$51,000	\$51,000	\$0	\$4,000	\$0	\$4,000
Devine Intermodal	A-21 Demonstration	\$18,640	\$18,640	\$0	\$10,344	\$10,344	\$0
Norcal Petroleum Co.	A-21 Demonstration	\$8,656	\$8,656	\$0	\$8,656	\$8,656	\$0
Sacramento Municipal Utility District	EV Costsharing	\$75,000	\$75,000	\$0	\$30,000	\$30,000	\$0
Sacramento Municipal Utility District	EV Public Charging Stations	\$40,000	\$40,000	\$0	\$20,000	\$20,000	\$0
Applied LNG Technologies, LLC	W. Sacramento LNG/LCNG Project	\$50,000	\$40,000	\$10,000	\$10,000	\$10,000	\$0
Ramos Oil Co.	Market Development	\$68,000	\$60,000	\$8,000			
Davis, City of	Clean Fuels Program	\$27,000	\$27,000	\$0			
Yolo Co. Transit Authority	Local Match for Replacement of CNG Buses	\$200,000	\$200,000	\$0			
Solano County	Vehicle Buy Back Program	\$50,000	\$50,000	\$0			
Davis Waste	A-21 Demonstration	\$16,871	\$16,871	\$0			
Gladstein & Associates	Interstate Clean Transportation Corridor	\$35,000	\$35,000	\$0			
<b>SUBTOTAL</b>		<b>\$875,167</b>	<b>\$857,167</b>	<b>\$18,000</b>	<b>\$124,000</b>	<b>\$116,000</b>	<b>\$8,000</b>
<b>COMMUTE ALTERNATIVE PROGRAMS: (AB2766 - \$40,000/ABB - \$32,000)</b>							
Vacaville, City of	Employer Commute Trip Reduction Program	\$20,000	\$0	\$20,000	\$10,000	\$0	\$10,000
Vacaville, City of	Vacaville Telework Program Marketing	\$30,000	\$30,000	\$0	\$10,000	\$900	\$9,100
Vacaville, City of	Southside Bikeway (Alamo Creek to Alamo Dr.)	\$50,000	\$50,000	\$0	\$25,000	\$25,000	\$0
Solano Commuter Information	Solano Guaranteed Return Trip Program	\$20,000	\$20,000	\$0	\$15,260	\$10,260	\$5,000
Solano Co. Environmental Mgmt.	Online Field Computers & Permit Issuance	\$14,813	\$0	\$14,813	\$7,900	\$0	\$7,900
Winters, City of	Bicycle Lockers & Racks	\$3,840	\$3,840	\$0	\$3,840	\$3,840	\$0
James Mullen Construction	Tele-Work & Video Conference Center	\$60,000	\$60,000	\$0			
Davis, City of	Bike Use Program	\$20,000	\$20,000	\$0			
Winters, City of	Tele-commute Work Station	\$5,000	\$5,000	\$0			
Woodland Public Library	TeleLibrary/Telework Project - Year 2	\$8,000	\$8,000	\$0			
Solano Commuter Information	Bike Rack/Locker/Helmet Program	\$15,500	\$15,500	\$0			
<b>SUBTOTAL</b>		<b>\$197,153</b>	<b>\$212,340</b>	<b>\$34,813</b>	<b>\$72,000</b>	<b>\$40,000</b>	<b>\$32,000</b>

YOLO-SOLANO AQMD  
CLEAN AIR FUNDS FISCAL YEAR 1996/97  
REVIEW COMMITTEE RECOMMENDATIONS

Applicant	Project	Requested Funding	AB2766	AB8	Proposed Funding	AB2766	AB8
<b>TRANSIT SERVICES: (AB2766 - \$150,000/AB8 - \$32,000)</b>							
Vacaville, City of	Solano Bart Express	\$140,000	\$110,000	\$30,000	\$117,000	\$101,000	\$16,000
Yolo Co. Transit Authority	Wolf Pack Run School Yr 96/97	\$1,000	\$1,000	\$0	\$1,000	\$1,000	\$0
Yolo Co. Transit Authority	Summer Sizzler, 1997	\$8,000	\$8,000	\$0	\$8,000	\$8,000	\$0
Solano Transportation Authority	CityLink Route 30	\$75,000	\$43,000	\$32,000	\$66,000	\$40,000	\$16,000
Unitrans	Transit Service Enhancement	\$103,500	\$103,500	\$0			
<b>SUBTOTAL</b>		<b>\$327,500</b>	<b>\$265,500</b>	<b>\$62,000</b>	<b>\$182,000</b>	<b>\$150,000</b>	<b>\$32,000</b>
<b>TRAFFIC SYSTEMS MANAGEMENT: (AB2766 - \$50,000/AB8 - \$0)</b>							
West Sacramento, City of	Signal Upgrade U.S. 50/SR 275 SR 84 Interchange	\$45,000	\$45,000	\$0	\$45,000	\$45,000	\$0
UCD, Transportation & Parking Services	Traffic Signal Improvement	\$62,064	\$62,064	\$0			
Woodland, City of	Main St. Corridor Transportation Systems Mgmt. Plan	\$30,000	\$30,000	\$0			
Woodland, City of	East St. Signal Interconnect-Phase I	\$42,000	\$42,000	\$0			
<b>SUBTOTAL</b>		<b>\$179,064</b>	<b>\$179,064</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$45,000</b>	<b>\$0</b>
<b>PUBLIC EDUCATION/INFORMATION: (AB2766 - \$15,000/AB8 - \$8,000)</b>							
American Lung Assn.-CC/Solano	Lungs for Life Curriculum Program	\$5,000	\$0	\$5,000	\$5,000	\$0	\$5,000
Davis, City of	Transit Ambassador Program	\$13,320	\$13,320	\$0	\$10,000	\$10,000	\$0
Bevilacqua-Knight, Inc.	Natural Gas Vehicle Information Ctr. & Hotline	\$10,000	\$10,000	\$0	\$5,000	\$5,000	\$0
American Lung Assn.-Sacramento	Cleaner Air Partnership Public Opinion Survey	\$9,000	\$9,000	\$0	\$6,000	\$6,000	\$0
Yolo Co. Transit Authority	Bike Rack on Buses Poster & Brochure	\$3,000	\$3,000	\$0	\$3,000	\$3,000	\$0
Dunn, Timothy X.	Ramos/Clean Fuels Mrkt. Dev. World Wide Web	\$7,000	\$5,000	\$2,000			
<b>SUBTOTAL</b>		<b>\$47,320</b>	<b>\$40,320</b>	<b>\$7,000</b>	<b>\$29,000</b>	<b>\$24,000</b>	<b>\$5,000</b>
<b>TOTAL</b>		<b>\$1,626,204</b>	<b>\$1,554,391</b>	<b>\$121,813</b>	<b>\$452,000</b>	<b>\$375,000</b>	<b>\$77,000</b>

## **8.2 Solano Paratransit out-of-county service to Davis. (Matt Todd)**

The Solano Transportation Authority staff and the city of Dixon staff have been discussing the out-of-county service issue to Yolo County and potential ways to serve this need. The initial proposal we have to serve this need involves using a Solano Paratransit vehicle and providing a run into Davis on a predetermined day and time of the week (i.e. a trip would be offered every Thursday at 10:30 a.m.). The proposed start date for the service would be the first week of April. The details are outlined on the attached sheet.

The time the passengers need to be in Davis is estimated at 2-3 hours. An estimate of the time needed to perform a round trip is no more than 5 revenue hours. Funding for April through June of 1997 will be half provided by extra revenue hours available in the Solano Paratransit budget and half through city of Dixon TDA funds. It should be noted that the initial funding arrangement is proposed as a one time solution to begin the trial service within this fiscal year. We propose including an additional 300 revenue hours (approximately \$12,000) in the Solano Paratransit budget for FY 97-98 on the assumption the service will be successful and continue to operate. The cost for the 97-98 fiscal year would be distributed under the 50% population and 50% trip making formula and would be reviewed at the end of the trial period, along with many other issues listed in the proposal. This service will also be a response to one of the unmet needs issues to be addressed this spring.

Staff recommends the Board approve the Solano to Davis weekly service outlined on the attached page. The PCC endorsed the concept of the service and the TAC and TTAC endorsed the service at their January meetings.

## OUT-OF-COUNTY SERVICE PILOT PROGRAM TO DAVIS

- Purpose:** To provide a limited level of service into Davis on Solano Paratransit for Solano County residents who are ADA eligible. Dixon residents who are over 60 or handicapped would also be eligible (city of Dixon will maintain this list of eligible individuals). This is not a legally required trip (i.e. ADA complementary service) and the above exceptions to the standard Solano Paratransit eligibility policy would be acceptable. This will provide a link to Yolo County for those unable to ride CityLink that has not existed since the volunteer driver program of Solano Paratransit in 1994.
- Service:** Solano to Davis door-to-door service. Service will be offered one day a week at a prescheduled time slot to be determined through an analysis of current scheduling patterns (i.e. the trip will be every Thursday at 10:30 a.m.).
- Period:** This will be considered a pilot program. We will review the service after 3 months, if ridership warrants, the service will operate another 3 months with a final review of the service. The review of the service will include the cost, the fares, the funding arrangement, the operating arrangement, and the customers and locations served.
- Date:** Propose to start service on April 1.
- Who is eligible:** Individuals eligible for Solano Paratransit through the ADA application process. Dixon Residents who are seniors over 60 or are handicapped (handicapped definition will include such characteristics that qualify individuals for a handicapped fare on fixed route such as MediCAL docs., DMV placards, and disabled I.D.). Those not on the ADA eligibility list for Solano Paratransit must be on a similar eligibility list maintained by city of Dixon to ride on this service.
- Scheduling a trip:** At least one trip must be scheduled by 5:00 p.m. two days prior to the day of the scheduled trip for the trip to run. The bus will not make the run if no trips are reserved. Other trips can be reserved after the above deadline if the run is being made (up to 5:00 p.m. the day before). Reservations will not be accepted more than two weeks in advance (the standard Solano Paratransit policy).
- Destinations:** Primarily medical related facilities in Davis. If a vehicle is making the trip and there is space and time available, other locations in Davis may be serviced as well.
- Fares:** An initial fare of \$3.00 one way is proposed between Dixon and Davis. Passengers coming from other Solano jurisdictions would be charged the standard Solano Paratransit fare to Dixon as well as the \$3.00 fare for the Dixon to Davis trip. This fare structure will be evaluated along with the rest of the service at the 3 and 6 month period to determine if it is appropriate in relation to cost of the service and the revenue received. Individuals could utilize Solano Paratransit booklets for prepaid tickets.
- Marketing:** City of Dixon will market the service as we predict that the majority of trips will be made by Dixon residents. The service will also be advertised with fliers on Solano Paratransit.
- Cost:** The cost of the first three months of service to be split between the city of Dixon and the STA. If the service is determined to be successful and we continue to operate, it will be funded as part of the Solano Paratransit program and the 1997-98 budget should reflect the operation of this service. Estimates to operate the weekly service are about 5 revenue hours/week.



Solano Transportation Authority

Agenda Item 8.3

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 429-2894

Members: TO: STA Board  
FROM: Martin Tuttle *Mtut*  
RE: Proposed SEDCORP Transportation Forum

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

SEDCORP has asked the STA to assist them with a proposed public forum on transportation issues, featuring Carl Guardino, President of the Santa Clara Valley Manufacturing Group and key organizer of Santa Clara County's transportation sales tax measures (bio attached).

Martin Tuttle  
Executive Director

As you recall, at the STA Board/staff workshop last October, much discussion centered on the need to enhance the role of the business community in the transportation policy arena. The outcome of SEDCORP's recent Economic Visioning Retreat and it's new economic development "blueprint" reach this same conclusion, i.e. transportation issues must be addressed as part of any successful economic development strategy in Solano County.

The event is tentatively set for April 16, perhaps to be held at the Ulatis Community Center in Vacaville. The cost to the STA is \$1,000, which could be made available from our training budget. If approved by the STA Board, staff will work with SEDCORP in confirming the details of the event.

Recommendation

Approve the allocation of \$1,000 from the training budget and direct the Executive Director to work with SEDCORP on the event.

Attachment



**SANTA CLARA VALLEY  
MANUFACTURING GROUP**

*Representing Business and Industry  
in the South Bay Region*

5201 Great America Parkway, Suite 426  
Santa Clara, California 95054-1176  
(408)496-6801 Fax (408)496-6804  
<http://www.scvmg.com>

**CARL GUARDINO**  
*President*

**BOARD OF DIRECTORS**  
**KO NISHIMURA**  
*Chairman*  
*Solotron Corporation*

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**GLORIA ROSE OTT**  
*RapidTech*

**JAMES N. WOODY, M.D., Ph.D.**  
*Roche Bioscience*

**JAY T. HARRIS**  
*San Jose Mercury News*

**DR. ALEX LEUPP**  
*Siemens Components, Inc.*

**SCOTT G. MCNEALY**  
*Sun Microsystems, Inc.*

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**Working Council Chair**  
**BEVERLEY B. BRYANT**  
*Sun Microsystems, Inc.*

*Founded in 1978 by*  
**DAVID PACKARD**  
*Hewlett-Packard Company*

**CARL GUARDINO  
BACKGROUND INFORMATION**

Carl Guardino is President and CEO of the Santa Clara Valley Manufacturing Group. Founded by David Packard of Hewlett-Packard, the Manufacturing Group (SCVMG) is a public policy trade association that represents 115 of the largest private sector employers in Silicon Valley, who collectively provide jobs to nearly 250,000 area workers.

Before being named President of the Manufacturing Group, Guardino managed Bay Area Government Affairs for Hewlett-Packard Company. Prior to his tenure at Hewlett-Packard, Guardino spent five years at the Santa Clara Valley Manufacturing Group, where he served as Vice President.

Previously, Guardino spent six years on the staff of Assemblyman Rusty Arellas, the last three years as his Chief Assistant. When he was named to that position, he became the youngest Chief Assistant in the State of California.

Known throughout the region as a consensus builder, Guardino's work includes managing the successful 1996 traffic relief initiatives, known as Measures A and B; creating the Housing Action Coalition to advocate for housing that is relatively affordable for Silicon Valley workers; forming the Vehicle Buy-Back Coalition to permanently remove older, smoky vehicles from our roads in order to improve air quality; and creating SCVMG's Facility Managers Committee to work toward streamline the permit approval process in Silicon Valley cities.

Guardino also serves on numerous boards and commissions, including the San Jose Metropolitan YMCA, City Year San Jose/Silicon Valley, Citizens for Reliable and Safe Highways (CRASH), Community Leadership San Jose, Californians' for Better Transportation, Workforce Silicon Valley, the Santa Clara County Transportation Agency's Citizens Advisory Committee, the Metropolitan Transportation Commission's Citizens Advisory Committee, and the Santa Clara County Open Space Authority. In addition, Guardino co-chairs the board-based Santa Clara County Housing Action Coalition and is the chair of the San Jose Downtown Foundation and the Santa Clara County Housing Authority.

He was born and raised in San Jose, and received his Bachelor of Arts Degree in Political Science from San Jose State University. Guardino has been actively involved in the community, and has been honored for his community service in being named one of the "Five Outstanding Young Californians" by the California Junior Chamber of Commerce.

Carl and his wife, Callie, reside in downtown San Jose.

## **9.1 Paratransit Coordinating Council (PCC) Appointments. (Matt Todd)**

At the January meeting, the PCC recommended to the Board the appointment of a new member and the reappointment of an existing member whose term expired in December.

Edward Schroth is the Community Services Manager for the American Cancer Society located in Fairfield and a letter supporting his appointment is included. Edward Schroth has indicated he will be in attendance at the Board meeting to respond to any questions. He would fill the member-at-large vacancy.

Ted Harding, a faculty member of Solano Community College, would like to be reappointed to the PCC. Ted Harding has represented the PCC since 1991. His recent involvement in the group includes playing a key role in the last bylaw revision and serving as chair in 1994 and 1995. He also attended the STA meeting in November to represent the PCC in a discussion with the Board concerning PCC issues. Ted Harding has expressed that he is not interested in serving another full three year term and is looking for a replacement from the college. He plans on resigning his position when a new member is approved by the Board. From discussion with Ted Harding, we believe a reappointment would be the best way to handle the situation so we can continue to have the education related position represented on the PCC.

Staff and the PCC recommend approval of the new member to the PCC member-at-large position and the reappointment of the education related member.



NORTHERN & SOUTHERN SOLANO UNITS



January 29, 1997

Solano Transportation Authority  
Board of Directors  
333 Sunset Avenue, Suite 200  
Suisun City, CA 94585

To the STA Board of Directors:

Please accept this letter as my application for appointment to Solano County's Paratransit Coordinating Council.

In my capacity as Community Services Manager for the American Cancer Society, I have had the opportunity to facilitate the use of all paratransit systems within Solano County. Having first-hand experience with the special needs of cancer patients provides me a unique perspective of paratransit services, as well as some of the obstacles to utilizing those services.

My background and training in banking and finance offer an added perspective which could be useful to the Council as the issue of budgets are discussed. I look forward to answering any questions you may have relative to my application to the Paratransit Coordinating Council.

Sincerely,

A handwritten signature in blue ink that reads "Edward Schroth".

Edward Schroth  
Community Services Manager

PCC MEMBERSHIP LIST  
(Revised January 1997)

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

*Voting Members:*

**Transit Users**

1.	Elderly	Jim Simon	Ed Watson	12/97
2.	Low Income	Daniel Lloyd	Vacant	12/99
3.	Handicapped	Fred Ramsey	Vacant	12/97

**Members-at-Large**

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

**Public Agencies**

6.	Education-Related	Vacant		
7.	Solano County	Joyce Lockwood Dept. Of Health & Social Services	Charles Emlet	12/97

**Social Service Providers**

8.	Independent Living Resource	Amy Taylor	Kathy Mitsopolus	12/98
9.	Benicia Yellow Cab	Marcia Kent	Vacant	12/97
10.	MV Transportation Co,	Larry Schwahn	Vacant	12/98
11.	Solano County Health and Social Services	Barbara Thomas	Vacant	12/99
12.	MTC Elderly & Disabled Representative	Vacant	Vacant	N/A

*Non-Voting Members:*

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

## 9.2 Long Range Rail Alignment Report. (Martin Tuttle/Richard Tower)

The purpose of the STA report by Wilbur Smith Associates (WSA) is to analyze technology alternatives for rail transit utilizing the proposed new Benicia-Martinez and Carquinez bridges. Richard Tower of WSA will brief the STA on the findings of his report.

As you may recall, Caltrans has stated that the proposal to include rail capacity in the new Carquinez Bridge design must be approved by the California Transportation Commission before the end of April in order to keep the project on its accelerated schedule. The WSA report suggests using light rail trains to link Vallejo and Napa to rail lines in the East Bay (Capitol Corridor or BART) and Caltrans has determined the cost to upgrade the bridge for light rail is an estimated \$250,000, compared to \$27-38 million for BART trains.

Attached is a proposed resolution in support of this cost-effective light rail option, which is expected to be adopted by the following dates when the WSA report is reviewed or when the issue of rail transit on the bridge is considered by MTC and the CTC.

February 11	-	WSA report briefing to Vallejo City Council
February 12	-	WSA briefing to STA Board
February 20	-	Report to CCTA/STA subcommittee
March 26	-	MTC
April 2-3	-	CTC

Attached is the original scope of work and schedule for the WSA report. Note the work outlined in Phase I (Benicia Martinez Bridge) has been combined with Phase II (Carquinez Bridge). Copies of the completed report will be available at the STA meeting.

### Recommendation

Staff recommends the acceptance of the WSA report and approval of the attached resolution in support of the light rail design option for the new Carquinez Bridge.

**RESOLUTION 97-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY SUPPORTING  
THE PROVISION FOR LIGHT RAIL ON THE CARQUINEZ REPLACEMENT  
BRIDGE**

**WHEREAS**, the life cycle of the proposed Carquinez Replacement Bridge is estimated to be up to 125 years; and

**WHEREAS**, the Long Range Rail Alignment Report shows that potential exists to connect Napa and Vallejo to the Capitol Corridor and BART services by light rail train service, via the new Carquinez Bridge; and

**WHEREAS**, Regional Measure 1 provides that rail capacity will be considered on new bridges built with Regional Measure 1 funds; and

**WHEREAS**, provision for alignment of a new separate bridge for BART or other heavy rail trains is being preserve in the new bridges design in order to not preclude longer term rail options over the Carquinez Straits; and

**WHEREAS**, the \$250,000 cost of providing for future light rail on the proposed Carquinez Replacement Bridge is minimal in relationship to the overall project.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby supports the provision of capacity of future light rail transit be included in the design of the proposed Carquinez Replacement Bridge.

---

Steve Lessler, Chairman  
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of February, 1997.

---

Martin Tuttle, Executive Director  
Solano Transportation Authority

## EXHIBIT A

### LONG RANGE RAIL ALIGNMENT REPORT FOR THE I-80 AND I-680 CORRIDORS

#### SCOPE OF WORK

##### PHASE I

1. Identify a preferred alignment from the Concord BART line to the proposed new Benicia-Martinez Bridge.
2. Analysis of the existing Union Pacific rail bridge, including projected life span and capacity to accommodate adding a single track for light rail.

##### PHASE II

1. Identify a preferred alignment from the Richmond BART line to the Carquinez Bridge.
2. Identify a preferred alignment from Hercules to the Carquinez Bridge.

**NOTE:** Analysis of each of the four tasks above shall address the following issues:

- A. Proposed bridge locations and designs
- B. Connection to existing rail services and previous alignment studies
- C. Geographic features
- D. Note grade changes of more than 1 percent
- E. Existing development
- F. Planned development
- G. Highway conflicts
- H. Wetlands and environmentally sensitive areas
- I. Preliminary cost estimate
- J. Provide a 8.5 x 11 inch color graphic showing the selected alignments

Where existing rail corridors are part of the selected alignment show:

- A. Ownership
- B. Demand, current and projected to 2030
- C. Capacity, current and projected to 2030
- D. Any restrictions on the use of the corridor
- E. Condition of existing trackage
- F. Current speed limit
- G. Cost estimate to improve trackage to usable condition

**EXHIBIT B**  
**SCHEDULE OF EVENTS**

STA Board authorizes contract	November 13, 1996
Phase I completed	December 9, 1996
Phase I presentation to STA Board	December 11, 1996
Phase I presentation to CCTA/STA Subcommittee	December 19, 1996
Phase II completed	January 31 , 1997
Phase II presented to Vallejo City Council	February 11, 1997
Phase II presented to STA Board	February 12, 1997
Phase II presented to CCTA/STA Subcommittee	February 20, 1997

### **9.3 I-80/680 Interchange Improvement Action Plan. (Kim Kloeb/Robert Grandy)**

Periodic congestion at the I-80/680 interchange make it one of the worse bottlenecks in Solano County. The interchange of I-80/680 in Solano County handles over 100,000 vehicles per day. I-680 northbound tapers from two lanes to one prior to the merge onto I-80 Eastbound. The Suisun Valley Road interchange is located just east of the interchange, and truck weigh scales are located just east of that interchange. Highway 12 accesses I-80 in close proximity to the truck weigh scales.

The need for improvements to the I-80/680 interchange have been documented in several traffic analyses. The EIR for the Benicia/Martinez Bridge stated that improvements to this interchange are the most needed improvements in the traffic study area that included the I-680 corridor all the way to the Highway 24 interchange. The recently concluded I-80/680/780 Triangle Area Study shows that improvements to this interchange would produce a significant increase in the level of service on I-80 from I-680 to Highway 12, and on I-680 south of I-80.

In response to the above studies, the STA named this a priority project. The STA approved \$10,000 in project development funding for this project. Environmental clearances for improvements identified in the Implementation Plan will be prepared at a later date. Only the Action Plan is funded at this time.

STA staff developed a Request for Proposals that was reviewed by the TAC and the STA Board. A committee of TAC members, including STA staff, reviewed the proposals and selected a team of consultants. Based on past work, which included the preparation of the Project Study Report for the interchange and the PVEA Triangle Study, Korve Engineering was selected to summarize past studies of the interchange. Smith and Kempton prepared the funding strategy.

Since this interchange has been studied extensively in the past, the emphasis of the implementation plan is on obtaining funding for this currently unfunded project. The Action Plan includes a summary of past analyses, including an accurate description of the improvements by phase, a detailed list of funding sources to complete the project, and a graphic showing the improvements. The scope of work for the Action Plan is attached.

The Action Plan summarizes the Project Study Report (PSR) that has been completed on the majority of the proposed improvements to the interchange. It emphasizes the most cost effective of the improvements. The Action Plan addresses: 1) direct connections between I-80 and I-680, 2) an auxiliary lane on I-80 from I-680 to Highway 12, and 3) the potential relocation of the truck scales to accommodate the auxiliary lane.

This Action Plan identifies potential funding sources for this project, along with some analysis of the probability of successfully obtaining the funding source. This analysis is based upon the criteria used for that funding source, the amount of total funding available from the source, and the estimated demands on the funding source.

The Action Plan recommends that the STA seek funding for the interchange improvements from Regional Measure 1. It also recommends that State Highway Operations Program (SHOP) funding and Traffic Systems Management (TSM) funding be perused for specific components of the projects that are eligible for these programs.

The financial analysis includes potential funding sources that may be created as part of the pending STIP reform legislation. The end result of the Action Plan includes a "generic" project description and justification that can easily be transferred into a specific program application format.

Color graphics showing the specific improvements to the interchange are included in Board Member's folders. These color graphics will be used in applications for funding of this project. A brief presentation will also be provided by Robert Grandy of Smith & Kempton at the STA meeting.

## PROJECT DESCRIPTION

### INTERSTATE 80/680 INTERCHANGE ACTION PLAN SCOPE OF WORK

- I. Briefly summarize past studies.
  - A. Benicia/Martinez Bridge EIR
  - B. I-80/680/780 Triangle Study
  - C. PSR for Phase 1 and 1A
  - D. I-80 Corridor Study
  - E. MTC/SACOG I-80 Strategic Transportation Planning Study
  - F. Bay Area Reliever Route Phase II Evaluation Report
  - G. Pending I-80 Reliever Route Implementation Plan (as available)
  - H. I-680/80 Project Report
  - I. Other relevant background material
  
- II. Develop concise project descriptions by phase, and show cost.
  - A. Provide concise descriptions of improvements described in the documents listed in Task I.
  - B. Show cost estimates for improvements shown in IIA.
  
- III. Provide readable color graphic showing improvements by phase
  - A. Provide a 8.5 x 11 inch color graphic showing the improvements listed in II by phase
  
- IV. Identify potential funding sources
  - A. Develop list of potential funding sources, by phase
  - B. Provide analysis of the probability of securing funding, by fund type
  - C. Include new funding programs that may be created by pending STIP legislation
  - D. Provide action plan to secure funding
  
- V. Develop "generic" project descriptions and justifications
  - A. Develop project descriptions, by phase
  - B. Develop project justifications by phase
  - C. Provide A and B on disk to STA staff



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

February 12, 1997  
Agenda Item 9.4

Area Code 707  
422-6491 ♦ Fax 429-2894

Members:

DATE: February 4, 1997  
 TO: STA Board  
 FROM: Martin Tuttle *MtT*  
 RE: SB 47 (Kopp) - Toll Bridge Seismic Retrofit

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

Senator Quentin Kopp recently introduced SB 47, a proposal to fund the current deficit for the seismic retrofitting of state-owned bridges. As you know, the eventual outcome of this controversial issue, which was left unresolved by the Legislature last year, could have a major impact on Regional Measure One (RM1) funding and our efforts to help deliver the new bridge projects at Benicia-Martinez and Carquinez on their current schedules.

The Bay Area's state legislative delegation has already met to discuss the region's position on this issue and they reportedly remain unified in opposing any diversions of RM1 funds for seismic retrofit which would cause any further delays or cost increases to the proposed projects approved by the voters in 1988. SB 47 outlines the delegation's proposal for seismic retrofitting and Assembly member Helen Thomson has requested the STA to take a formal position on the bill. The key current provisions of the bill are:

- 1.) A new \$1 per toll surcharge on vehicles crossing all Bay Area toll bridges, except for the Golden Gate, which would be in place until January 1, 2002. These new funds would be combined with a yet to be determined level of State Highway Account funds to finance the estimated \$1.4 billion bridge retrofit funding deficit.
- 2.) A new schedule simplifying the current toll charges based on number of axles on vehicles, which should help to speed up the implementation of electronic toll collection.
- 3.) A shift in the administration of the existing RM1 program from the California Transportation Commission to the Metropolitan Transportation Commission (MTC) to help prevent fund diversions from the program by the Legislature.

MTC recently supported SB 47, despite the Commission's disappointment that the bill does not embrace the concept of higher peak period tolls to help reduce traffic congestion. Attached is an MTC memorandum on the bill.

Recommendation

Authorize the executive director to work with Solano's legislative delegation in supporting SB 47 as an equitable approach to resolving the critical need of retrofitting state-owned toll bridges and the need to protect the project commitments made in RM1.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Agenda Item 2b  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.dst.ca.us

## *Memorandum*

TO: Legislation and Public Affairs Committee  
FROM: Executive Director  
RE: SB 47 (Kopp) — Toll Bridge Seismic Retrofit

DATE: December 31, 1996

W.I.: 20.1.10

### **Background**

MTC's 1997 legislative program adopted by the Commission last month supports a resolution of the toll bridge seismic retrofit funding dispute that meets the following key objectives:

- 1) to protect the Regional Measure 1 program, the \$1.4 billion toll bridge retrofit funding deficit should be closed with an equitable combination of non-toll and new toll revenue;
- 2) any toll increase on the Bay Bridge should include a higher peak period toll to reduce traffic congestion;
- 3) the funding package should include a traffic mitigation program of additional transit and ridesharing services; and
- 4) to protect bridge toll revenue from any future diversions, all existing toll revenue from Bay Area bridges should be transferred from CTC to MTC administration.

SB 47, introduced by Senator Quentin Kopp, meets our third and fourth objectives in its current form. With respect to the first objective, the bill provides for sharing the retrofit cost between the State Highway Account and a new toll surcharge — although the exact formula for this cost sharing remains to be negotiated. Since the new toll surcharge would be a flat \$1 toll increase, SB 47 as introduced fails to meet our second objective for a test of variable pricing on the Bay Bridge.

**Recommendation:** Support

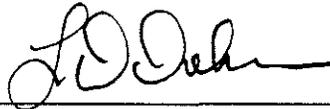
### **Discussion**

The question of how to fund the \$2.07 billion seismic retrofitting of the state-owned toll bridges has bedeviled the past two sessions of the Legislature. A partial solution to the problem was provided by voter passage of Proposition 192 in March 1996, which earmarked \$650 million in general obligation bond funds for toll bridge retrofit. A two-house conference committee on SB 160 (Kopp) met until the final days of the 1996 session to try to close the \$1.4 billion funding gap, but those negotiations ultimately were unsuccessful.

The SB 160 conferees did, however, agree on a framework for a funding solution, and that framework is embodied in Kopp's new bill, SB 47. It is apparently the author's intention to move SB 47 quickly to conference committee, so that it can become the vehicle for this year's negotiations over toll bridge seismic retrofit funding. The 1997 discussions will take on added urgency because Caltrans expects to obligate the \$650 million in bond funds to construction contracts by the summer, after which time the department needs to find another source of funds to continue the seismic retrofit work (cost and schedule information is included in Attachment 1).

Because SB 47 meets most of our key objectives for a funding solution, we request that LPAC recommend a support position.

With respect to a higher peak-period toll on the Bay Bridge, Senator Kopp has already informed us it is unlikely that variable pricing will be included in the funding package. Based on the commission's adopted position, however, we will continue to discuss this option with Senator Kopp and other members of our Bay Area legislative delegation.



---

Lawrence D. Dahms

# Toll Bridge Retrofit Costs

Benicia-Martinez	\$ 91
Richmond-San Rafael	\$ 297
Carquinez	\$ 77
San Francisco-Oakland	\$1,280
San Mateo-Hayward	\$ 139
Vincent Thomas	\$ 43
San Diego-Coronado	<u>\$ 148</u>
	\$2,075

(1-13-97)

# Doubling of bridge tolls expected

## In brief

**Battle between north and south has both sides agreeing a \$1 hike in tolls — including on the Benicia and Carquinez bridges — is likely.**

By the San Francisco Examiner

The whopping price tag for ensuring that California toll bridges are safe in the event of a major earthquake may soon be hitting Bay Area drivers where it hurts: at the toll booth.

As state legislators prepare to rekindle the battle over where \$2 billion needed to retrofit Bay Area toll bridges should come from, all sides agree local motorists will probably be stuck footing a portion of the bill.

Observers say the most likely action is a temporary \$1 increase in the fees at the Bay Bridge and other toll crossings.

For passenger cars, tolls would double to \$2 at the Bay, Benicia, Carquinez, San Mateo, Dumbarton, Richmond-San Rafael and Antioch bridges.

Trucks would pay the extra \$1

as well.

The Golden Gate Bridge and its \$3 toll would be unaffected by the proposal.

Although considered temporary, it is unclear how long the toll doubling would last.

The big question that remains is how much Bay Area motorists should fairly pay as their contribution to the retrofitting projects.

Last year, this debate became so contentious that the Legislature wound up in a stalemate.

Southern California legislators insisted that, since all but two of the state's nine toll bridges are in the Bay Area, Northern California drivers should shoulder most of the costs.

Northern Californians argued that, since statewide funds have paid for other highway retrofit programs, the burden of paying to fix the toll bridges should be

spread out among all the state's taxpayers.

On Thursday, Pete Gov. Wilson opened the ante for this year's debate by offering \$500 million in state highway money to "restart the dialogue."

Another \$650 million was approved in a 1995 bond measure.

But with the question of how to raise \$850 million still needed, legislators from the north and south are expected to divide along much the same battle lines as last year.

"It's the Bay Area against the world," said state Sen. Quentin Kopp, I-San Francisco.

Kopp last year joined other Bay Area legislators in blocking proposed legislation that would have levied a six-year increase in Bay Area bridge tolls to raise \$650 million for the retrofit.

## **9.5 Solicitation for ISTEA reauthorization demonstration projects. (Martin Tuttle)**

The STA received a copy of the attached letter from Congressman Fazio's office to Solano County Supervisor Gordon Gojkovich solicited nominations from Solano County for projects that could be funded as priority projects, or demonstration projects, under the pending reauthorization of ISTEA. The letter was agendized at the January TAC meeting.

The deadline for submitting projects is February 25th and the projects reportedly require the support of county transportation agencies in order to be eligible.

During the discussion at the TAC meeting, a strategy was developed of requesting one project from each of the county's three congressional representatives. It was tentatively suggested that the City of Dixon would request funding of the downtown grade separation over the Union Pacific Railroad tracks from Congressman Fazio. It was suggested that Congressman Riggs be requested to support Phase I of the I-80 Reliever Route project.

Since no Vallejo staff was present at the TAC, Benicia staff said they would contact Vallejo staff in order to determine if one "consensus" project could be proposed to Congressman Miller. As of this writing, this has not occurred. Instead, the City of Benicia staff proposed a bicycle route from Columbus Parkway to State Park Road and the City of Vallejo staff proposed funding for a light rail system from the City of Napa to Vallejo from Congressman Miller.

### **Recommendation**

Staff recommends the Board approve the attached resolution in support of the proposed ISTEA priority projects in Solano County -- after discussing the strategy of proposing more than one project to Congressman Miller. The Board may want to modify the proposed resolution to reflect any project funding strategy, if deemed appropriate.

**RESOLUTION 97-**

**A RESOLUTION SUPPORTING SOLANO COUNTY INTERMODAL  
SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA)  
REAUTHORIZATION PROJECTS**

**WHEREAS**, the United States Congress is currently considering the reauthorization of the ISTEA; and

**WHEREAS**, past ISTEA authorizations have contained provisions for demonstration projects; and

**WHEREAS**, the mission of the Solano Transportation Authority (STA) is to advance transportation projects in Solano County; and

**WHEREAS**, the City of Benicia proposes to request funding for a bicycle bridge over I-780 from Rose Drive/Columbus Parkway to State Park Road; and

**WHEREAS**, the City of Dixon proposes to request funding for a railroad highway grade separation in Downtown Dixon; and

**WHEREAS**, the City of Vallejo proposes to request funding for a light rail system from the City of Napa to the City of Vallejo; and

**WHEREAS**, the STA, Solano County and the cities of Fairfield, Suisun City, and Vacaville jointly propose to request funding for a system of road improvements between I-80 at the Leisure Town Road interchange and State Route 12 to complete Phase I of the I-80 Reliever Route project.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority hereby strongly supports all of the above requests.

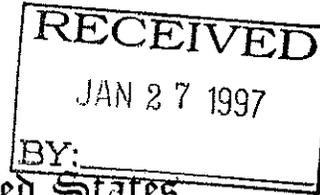
\_\_\_\_\_  
Steve Lessler, Chairman  
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 12th day of February, 1997.

\_\_\_\_\_  
Martin Tuttle, Executive Director  
Solano Transportation Authority

VIC FAZIO  
Third District  
CALIFORNIA

DEMOCRATIC CAUCUS—CHAIRMAN  
DEMOCRATIC STEERING  
COMMITTEE  
HOUSE OVERSIGHT  
APPROPRIATIONS COMMITTEE  
SUBCOMMITTEES:  
ENERGY AND WATER DEVELOPMENT  
LEGISLATIVE



Congress of the United States

House of Representatives

Washington, DC 20515-0503

January 17, 1997

PLEASE RESPOND TO:

2113 RAYBURN BUILDING  
WASHINGTON, DC 20515-0503  
(202) 225-5716

722B MAIN STREET  
WOODLAND, CA 95695-3407  
(916) 666-5521

332 PINE STREET, #F  
RED BLUFF, CA 96080-3312  
(916) 529-5629

Supervisor Gordon Gojkovich  
Chairman, Solano County Board of Supervisors  
580 Texas Street  
Fairfield, CA 94533

Dear Chairman Gojkovich:

As the 105th Congress gets underway, I wanted to let you know that Congress will be re-authorizing the Intermodal Surface Transportation Efficiency Act (ISTEA) this year.

Although Congress will again be working under a constrained federal budget, I wanted to give you the opportunity to share your community's transportation priorities with me.

While it is not clear at this point which projects the Transportation and Infrastructure Committee will be able to accommodate, I want to get an idea which transportation projects local governments in the Third Congressional District will be looking to for assistance.

Enclosed, please find the project evaluation criteria form that the Committee on Transportation and Infrastructure has requested for this year's projects. The Committee has set a deadline of February 25th for submission of all projects. Once completed, please forward the information along with any other relevant materials to my Washington, D.C. office. Should you have any questions, please contact Mr. Duncan McFetridge of my staff at (202) 225-5716.

I look forward to hearing from you soon.

Sincerely,

*Vic Fazio*  
VIC FAZIO  
Member of Congress

VF/ddm  
attachment

PAGE 73



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4212 • FAX (707) 747-8120

Public Works Department

January 31, 1997

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

**SUBJECT: PROPOSAL FOR ISTEA DEMONSTRATION PROJECT FUNDING**

Dear Martin:

As discussed at the Technical Advisory Committee (TAC) yesterday, the City of Benicia would like to submit our Benicia Bay Trail Connector Bikeway (State Park Road @ I-780) Project as one of Solano County's proposed ISTEA Demonstration Projects. This project is scheduled to receive approval for \$15,000 in TDA funds from the Bike Committee of the Authority for preliminary engineering work. This request would be for \$500,000 to pay for the design, construction engineering and construction costs.

I've submitted a faxed copy of the TDA application form to Dan Christians of your staff with a description of the project. The complete TDA application is in the mail with the backup information and cost estimate attached. Let me know if you need additional information on this project.

I've not received a call back yet from Gary Leach of Vallejo to see if they would support this as a joint Benicia/Vallejo project application. Even though the improvements are within Benicia, this project would provide significant benefit to both cities by connecting the Vallejo bike trail on Columbus Parkway with the Benicia State Park/Bay Trail system which then connects to the Benicia bike trail on Military and West K St.

Please advise us when the formal application needs to be submitted and if a formal resolution from our City Council is necessary.

Thank you for your help on this matter and if you have any questions, just give me a call at 746-4240.

Sincerely,

Daniel Schiada  
Assistant Director of Public Works

FAPW/Dan/ISTEA.197

cc: City Manager  
Director of Public Works  
Finance Director

Post-It® Fax Note	7671	Date	2.3.97	# of pages	1
To	MARTIN TUTTLE	From	DAN SCHIADA		
Co./Dept.	STA	Co.	CITY OF BENICIA		
Phone #	707-422-6491	Phone #	707-746-4240		
Fax #	707-429-2894	Fax #	707-747-1637		

JAN COX-GOLOVICH

OTTO WM. GIULIANI, City Manager  
VIRGINIA SOUZA, City Treasurer  
LINDA S. BROWN, City Clerk

PAGE 74



**DRAFT****TRANSPORTATION PROJECT EVALUATION CRITERIA****CITY OF DIXON  
DOWNTOWN RAIL/ROADWAY GRADE SEPARATION PROJECT**

1. Project Sponsor: Congressman Vic Fazio  
Third District, California
2. Recipient: City of Dixon, California
3. Eligibility for Federal-aid funds:

The preferred location for the grade separation, as identified in a 1995 feasibility study, is SR 113 which is on the National Highway System. The City of Dixon is about to commence the environmental review process for this document which will determine the exact location of this project.

4. Scope/Objectives:

The City of Dixon is bisected by the Union Pacific Railroad. The railroad runs adjacent to the downtown area and crosses the City's two main thoroughfares, West A Street and SR 113 (North First Street). When a train passes through town, both streets are blocked which delays all traffic including emergency response vehicles. The close proximity to two schools means that these streets also have a high number of pedestrians and bicyclists. This project will improve traffic circulation and safety in the City of Dixon.

The City of Dixon is requesting funds for the construction of a railroad/roadway grade separation in downtown Dixon. Previous allocations of federal funds are being used for environmental clearance, design, and right-of-way acquisition.

The amount of funding requested is \$3,856,000.

5. Cost breakdown:

Previous Federal Allocations		
1991 ISTEA	\$1,800,000	
1994/5 Transportation Appropriations Act	<u>\$664,000</u>	
SUBTOTAL		\$2,464,000
Current request	\$3,856,000	
SUBTOTAL		\$6,320,000
Local match (20% of total)		<u>\$1,580,000</u>
TOTAL COST		\$7,900,000

**DRAFT**

The local match will be provided from developer impact fees and Redevelopment District funds.

6. 5-year expenditure schedule:

It is currently anticipated that previously allocated federal funds will be used for environmental clearance, design, and right-of-way acquisition. These tasks should be completed by approximately August 1999.

The City could begin expending the current allocation request of \$3,856,000 in October 1999 and the construction would be complete by September 2001.

7. Project status:

The City of Dixon has selected a consultant to conduct the environmental clearance and preliminary design process. Caltrans is currently conducting its pre-award audit of the consultant. Once the audit is completed, hopefully by the end of February 1997, the consultant will be authorized to commence work.

This phase of the project is estimated to take eighteen months to complete (August 1998).

The next phase is right-of-way acquisition. This process will take approximately one year to complete (September 1999).

The City should be in a position to begin the construction phase by October 1999. This phase will take eighteen months to two years to complete (September 2001).

8. Is the project in the State transportation improvement plan?

Yes, but it is not scheduled for funding.

9. Support from State or regional transportation officials.

The Solano Transportation Authority Board will consider adopting a Resolution of Support at their February meeting. If approved, the Resolution will be forwarded directly from the Authority.

10. National or regional significance.

If the environmental clearance process confirms that SR 113 is the preferred alternative, SR 113 is the primary transportation route from the Sacramento Delta to Interstate 80 and all destinations to the north.

**DRAFT****11. Potential obstacles/opposition.**

Because this project will have a significant impact on the traffic circulation in the downtown area there is a high level of public interest in this project. Depending on the final design layout, there may be impacts to adjacent parcels and there may be some businesses which will have to be relocated. These impacts will be examined as part of the environmental clearance document and mitigated to the extent reasonably possible.

**12. Project benefits.**

The existing situation with two at-grade crossings with a high level of pedestrian and bicycle traffic poses a safety hazard. Additionally, when a train is passing through, the signal arms are lowered and vehicular traffic is stopped on the City's two largest thoroughfares. These idling vehicles, including regional truck traffic on SR 113, increases air pollution in the vicinity.

This project will result in improved safety conditions and a reduction in traffic congestion and air pollution emissions.

**13. State funding.**

The project has not received funding through the State's federal aid highway apportionment. The list of projects requesting funds from the State greatly exceeds the funding available. Typically only projects from larger cities closer to the San Francisco Bay area have received funding.

**14. Previous federal allocations.**

As described in item #5, the City has been awarded two previous federal allocations for this project. However, both allocations were less than the amount requested by the City and will not completely fund the project. The project cost has not increased since the last allocation request.

To date, the City has obligated \$512,000 of federal funds for the environmental clearance and preliminary design tasks.

## INTERSTATE 80 RELIEVER ROUTE

### PROJECT DESCRIPTION

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

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

### BACKGROUND

The STA obtained 2.5 million in Traffic Systems management (TSM) funds prior to the enactment of ISTEA. These funds provided improvements at critical intersections along the route, including Air Base Road/Peabody Road, Air Base Road/Walters Road, Peabody Road/Cliffside Drive, and Mason Street/Depot Street

This project was submitted during Cycle II of ISTEA and MTC agreed to fund this project at \$4.7 million. The Cycle II funds provide \$2 million to make improvements to the intersection of Peabody Road/Cement Hill Road. This would include acquiring right of way for a realignment of Vanden Road to meet Cement Hill Road, and improvements to the approaches to the intersection. The actual realignment of Vanden Road will be funded by a \$2 million payback to the I-80 Reliever Route project of funds transferred to the Highway 12 project. The remaining \$2.7 million will fund an extension of Leisure Town Road to meet Vanden Road.

The STA has applied for, and been awarded \$1.6 million in STP funds from Cycle III of ISTEA for the I-80 Reliever Route. These funds will provide improvements at critical bridges on Leisure Town Road. The bridges on Leisure Town Road would become bottlenecks if not improved prior to any capacity increasing projects on the Reliever Route.

### SPECIFIC USE OF PROJECT DEVELOPMENT FUNDS

The specific use of the federal funds requested is to provide a continuous four lane roadway from I-80 at the Leisure Town Road interchange to Highway 12 in Suisun City.

### PROJECT JUSTIFICATION

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

Variations in traffic volumes along the impacted portion of I-80 show that local traffic is a major contributor to congestion on I-80. Congestion in the cities of Fairfield and Vacaville is caused through traffic on this critical interstate route.

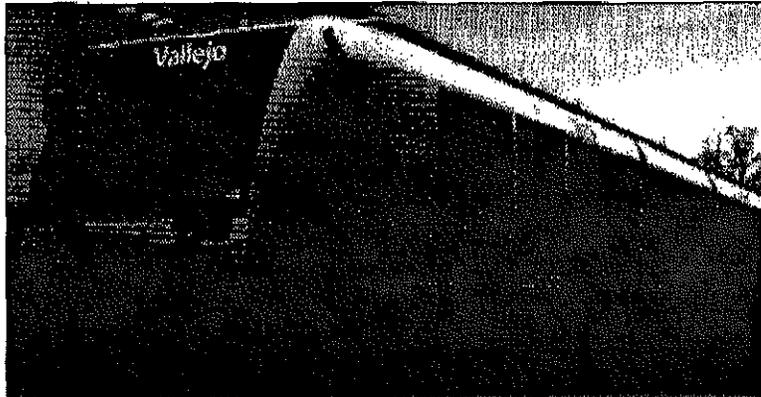
Post-it* Fax Note	7671	Date	2-4-97	# of pages	▶
To	Marty Tuttle	From	Pam Belchamber		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	438-0656	Fax #			

# North Bay BoatTrain

## A Project for Inclusion in ISTE A II

The North Bay BoatTrain Project would provide a highly attractive alternative to auto travel for commuters, tourists and other travelers between San Francisco, Vallejo, American Canyon and the to the world-renowned Napa Valley. This project would use a combination of high speed ferry service to Vallejo and modern diesel light rail service from the Vallejo Ferry Terminal to the City of Napa via American Canyon in the State Highway 29 corridor.

The proposed system would operate over a 15-mile route, using modern diesel-powered light rail cars such as the 74-seat, 62-mph Siemens-Duewag "RegioSprinter" vehicle brought to the area and demonstrated by the Napa Valley Wine Train. The RVT vehicle is illustrated in the attached brochure. Similar vehicles are also available from other manufacturers, including the ADtranz "RegioLiner", the DWA double-deck railbus, and the Neoplan-DeDeltrich "Eurailbus."



**Siemens-Duewag RegioSprinter: one of several diesel light rail car types that could provide BoatTrain service.**

A central goal of this project is to help contribute to the potential success of the American Center for Food, Wine and the Arts proposed by Robert Mondavi, as well as supporting the City of Napa in revitalizing its downtown, increasing the economic viability of downtown Vallejo, and American Canyon's efforts to develop a town center focused on a train station.

### Traffic Mitigation Effects

The North Bay BoatTrain would divert tourist and commuter trips, and reduce traffic congestion on Highway 29 in the Vallejo to Napa corridor.

This traffic reduction has potential to defer the need to construct two very expensive interchanges at the intersection of Highways 29 and 12 near the Napa County Airport, and at the intersection of Highway 29 and South Soscol Road. (The cost of each highway interchange may exceed the cost of the entire BoatTrain project).

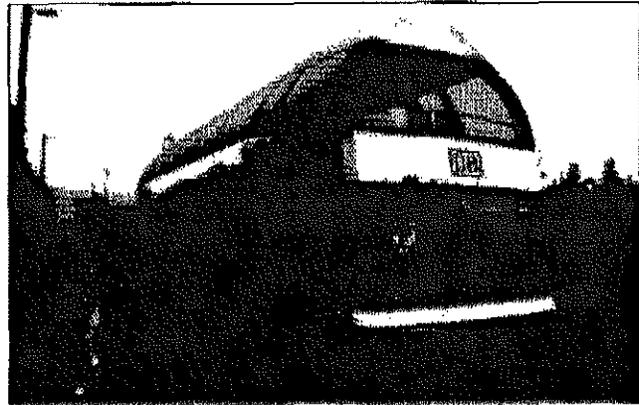


**RegioSprinter Interior features big windows, bicycle racks.**

## **CAPITAL COSTS**

The North Bay BoatTrain project's projected capital cost is \$19,100,000, of which \$15,200,000 (80% Federal share) is requested from ISTE A II. This request includes the following specific capital improvements:

- Five 75-passenger, low floor diesel-powered light rail cars (\$6,000,000)
- A 3/4 mile track connection to the Vallejo Ferry Terminal from existing trackage into the former Mare Island Naval Shipyard (\$2,600,000)
- Stations at key locations, including intermodal transfer points near Kaiser Hospital in Vallejo, in American Canyon, and near the proposed \$40 million American Center for Food, Wine and the Arts in downtown Napa (\$2,500,000)
- Upgrading existing track to standards allowing speeds up to 59 mph, and added trackage to minimize conflicts with freights (\$4,500,000)
- Railroad right-of-way purchase between South Vallejo, through the City of American Canyon and north to Rocktram (Kaiser Road) in Napa (\$3,500,000)



**DWA Double-Deck Railbus is another possible car.**

The required local match of \$3,800,000 for North Bay BoatTrain would be obtained from local, regional and state rail funds, and possibly via private sector participation for specific benefits obtained by freight operators and the Wine Train.

## **OPERATING COSTS**

Operating cost projections are based on the following operating parameters:

- Hourly train service between 6:00 a.m. and 10:00 p.m., with additional trains every 30 minutes during weekday rush hours.
- Trains operate over a 15-mile route between California Avenue in Napa and the Vallejo Ferry Terminal. 18 round trips per day would operate 540 train miles per day and about 180,000 miles per year.
- Average train has 1.5 cars generating 270,000 car miles per year. Up to two cars per train at busy times, but generally one vehicle per train.



**View from the upper deck of the DWA double-deck railbuses a popular tourist feature.**

The following calculations result from the parameters above:

**On-Board Crew Costs**

36 crew hours per day X \$25 per hour = \$900 per day, \$360,000 per year

**Fuel & Maintenance Costs.**

270,000 car miles X \$1.50 per car mile = \$400,000 per year

**ROW/Station Maintenance Costs**

15 route miles, about 20 total track miles with new sidings and other modifications. Including stations and gated crossings, \$300,000 per year.

**Insurance/Liability Costs**

Approximately \$250,000 per year, based on public ownership of the right-of-way. Leasing of the railroad without purchase may inflate insurance and liability significantly depending upon railroad requirements. Keeping insurance costs low and avoiding annual lease payments is justification for an outright purchase.

**Overhead, Administration and System Marketing**

Add 25% to subtotal of operating costs above, except for Track Leases.

**SUMMARY**

On-Board Crew Costs	\$360,000
Fuel & Maintenance Costs	\$400,000
ROW/Station Maintenance	\$300,000
Insurance	<u>\$250,000</u>
SUBTOTAL	\$1,310,000
Overhead & Administration (25%)	<u>\$330,000</u>
GRAND TOTAL	\$1,640,000

Estimated operating costs for the North Bay BoatTrain proposal work out to about \$5.70 per mile operated, a comparable level to light rail systems in Sacramento, and San Diego, and Portland, Oregon.

**PATRONAGE AND FARE REVENUES**

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Potential North Bay BoatTrain usage would come from three sources: (1) local passengers between Vallejo, American Canyon, and Napa; (2) Napa residents connecting to/from ferry and bus services radiating into the Bay Area from the Vallejo Ferry Terminal, such as Vallejo Transit buses to the El Cerrito Del Norte BART station; and (3) diversion of a portion of the 2,000,000 annual visitor trips originating in San Francisco headed to and from the Napa Valley.

Currently, Napa Valley Transit buses carry about 300 daily passengers between Napa and Vallejo. A preliminary estimate is that "local" patronage would increase to about 600 to 700 daily riders (180,000 to 200,000 annually), mainly as a result of faster, more frequent service

provided by BoatTrain. Another 200 to 300 dally riders (60,000 to 90,000 annually) could be expected to transfer to/from BoatTrain at the Vallejo Ferry Terminal from the ferry, BartLink buses, Benicia Transit and other connecting regional services. Local and connecting passengers would generate about \$350,000 to \$450,000 in fare revenues per year, based on an average fare of about \$1.50 per trip.

Of the 2,000,000 annual visitors to the Napa Valley, about 4% to 5% could (very conservatively) be expected to use the Vallejo Ferry-BoatTrain connection. This is a range of 100,000 to 140,000 annual users. Assuming that each visitor bought a round trip "day pass" ticket averaging \$7 for the train-only portion of the trip (not including the ferry portion), between \$700,000 and \$1,000,000 in annual fares could be generated from visitors.

Based on the above assumptions, the following results appear likely:

ANNUAL FARE REVENUES	LOW	HIGH
Local and Regional Passengers	\$350,000	\$450,000
Visitors Using Ferry/BoatTrain Connection	<u>\$700,000</u>	<u>\$980,000</u>
TOTAL	\$1,050,000	\$1,430,000
ESTIMATED OPERATING COSTS	\$1,640,000	\$1,640,000
Operating Surplus/(Deficit)	(\$590,000)	(\$210,000)
City of Vallejo Share 50%	\$295,000	\$105,000
American Canyon & Napa Share	\$295,000	\$105,000

In comparison, current Napa Valley Transit bus service between Napa and Vallejo has a net operating subsidy requirement of about \$350,000 per year. The amount currently expended is sufficient to cover Napa County jurisdictions' share of the operating deficit even under the "Low" patronage scenario outlined in the above table.

## **INSTITUTIONAL ISSUES**

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The best institutional option for operating the proposed system appears to be an agreement between the Cities of Napa, American Canyon and Vallejo, with operations contracted out to private railroads such as the Wine Train or California Northern. Existence of a convenient transfer arrangement between Vallejo BayLink ferries and the BoatTrain is key to a successful service. The boat provides a critical connection to and from San Francisco which produces the preponderance of revenue on the service. This proposal also brings up issues such as minimizing interference with freight service, and how to share costs between passenger and freight trains, including maintenance, dispatching and other joint expenses.

## **9.6 Revised evaluation criteria and schedule for 1997-98 applications for BAAQMD Transportation Fund for Clean Air Program (TFCA). (Dan Christians)**

During the past couple of years, the Bay Area Air Quality Management District (BAAQMD) has been revising their guidelines for the Transportation Fund for Clean Air (TFCA) program. This year's submittal deadline to BAAQMD will be April 30, 1997. The STA has received a preliminary estimate for next year's funds totaling \$311,058. With estimated interest for the past calendar year and an additional \$42,000 of reprogrammed TRO program funds, at least \$364,153 is expected to be available. As program manager, the STA is allowed to use up to 5% of the funds for administration. Therefore, staff proposes to earmark \$18,000 for administrative costs and the remaining approximately \$ 346,153 (about the same as last year) will be available for projects.

Staff has already requested all applicants for TFCA funds to submit application forms and related supplemental cost effectiveness worksheets to the STA no later than the next TAC meeting of February 26, 1997 (see attached schedule). In addition, since other public agencies like school districts are also eligible, staff recently published a public notice in the Vallejo and Fairfield newspapers.

This year it is proposed that the Transit Steering Committee of the STA Board review and recommend projects since they are responsible for the currently pending Intercity Transit Coordination Study. This will ensure that the projects approved and the dollar amounts earmarked for each project directly support the recommendations of that study. It is proposed that at the next committee meeting on March 12, 1997, recommendations on funding be made. Funding amounts would then be submitted to the Board for final action at the April 9 meeting.

Since last year, the following major changes have been made to the program by the Air District:

- The Air District has become much stricter on only allowing those projects which do not result in any net increase of air emissions. They have advised us that, based on the type of diesel vehicles used in the past, the amount of ridership and vehicle miles traveled, most or all of our previous shuttle/feeder bus projects may no longer qualify for these funds. They strongly have encouraged us to work with our sponsors to substantially increase ridership, reduce vehicle miles traveled or consider using these funds for the purchase of clean air vehicles or other projects having less air emissions.
- Information to prepare cost effectiveness worksheets for each project will be required from each applicant in accordance with recent guidelines submitted by BAAQMD.
- All projects are now required to be on a reimbursement basis only.
- With the elimination of Regulation 13, Rule 1 (mandatory trip reduction programs) the previous category for "Trip reduction programs" now reads: "Trip Reduction/ Implementation of Ridesharing."

A complete packet including all current policies and requirements will be sent to any eligible agency that requests one.

Last year, some additional eligible projects were added including commute-oriented bicycle facilities, implementation of rail-bus integration and regional transit information systems.

The STA, as program manager of TFCA funds, is also required to adopt criteria for the expenditure of these funds. Last year, criteria was developed for selection of new or expanded projects. Because of the changes in state and regional requirements and local needs, staff updated the criteria and they were to be further reviewed by the Transit Steering Committee immediately prior to this meeting.

Therefore, it is recommended that the STA approve the attached updated Evaluation Criteria and Schedule for 1997-98 Transportation Fund for Clean Air funds and transmit them to the Air District for review prior to any action on new applications.

# **TFCA Evaluation Criteria—** **Screening, Scoring and Selection Process**

## **General Screening Criteria**

Projects must be consistent with BAAQMD's Clean Air Plan (CAP) and must be deliverable within 2 years of programming (i.e. within 2 years after initial program funds are received each year by the STA usually in December of the program year). When evaluating project deliverability, an agency's ability to implement previous projects within the allotted time will be reviewed. Also, only projects that would have net reduction in air emissions can be approved.

## **Proposed Schedule**

Transit Steering Committee Reviews 1997-98 Criteria and Process	2/12/97
1996-97 Applications Submitted to STA (by TAC mtg.)	2/26/97
Transit Steering Committee Reviews and Scores Applications	3/12/97
Project Recommendations Submitted to STA Board	4/09/97
Application Deadline of BAAQMD	4/30/97

## **Eligible Project Types**

The following are eligible project types for TFCA funding:

- Voluntary trip reduction programs or implementation of ridesharing programs.
- Purchase or lease of clean fuel buses for school districts and transit operators.
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets".
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of CNG and electric vehicle demonstration projects.
- Implementation of bicycle facility improvement projects that are included in the adopted Solano Countywide Bicycle Plan or the Solano Congestion Management Program.

## **General Evaluation Criteria**

1. Priority will be given to projects having regional or subregional benefit (e.g. projects benefiting two or more jurisdictions or transportation systems).
2. Priority will be given to projects which have the greatest benefit to the reduction of vehicle trips and net reductions of air quality emissions.
3. For sponsors requesting continued funding all required monitoring reports and signed funding agreements shall have been received.

4. All trip reduction or implementation of ridesharing programs must have clearly defined services including such activities as carpool matching, van pool program support, direct employer services and a monitoring program to accurately identify number of trips reduced each fiscal year.
5. All transit coordination and information programs must directly support and implement the recommendations of the 1995 Solano Intercity Transit Concept Plan and the pending Solano Intercity Transit Coordination Study.

### **Proposed Project Scoring and Selection Process**

The Transit Steering Committee will evaluate each application and achieve a consensus recommendation for each project score. Then final recommendations will be made to the Board. Backup projects will also be allowed in case any recommended projects that are not approved by the BAAQMD

Throughout the project review process, the subcommittee will also consider each project's potential for competing in the discretionary regional funding process. The subcommittee may recommend that certain projects compete in the regional program.

As part of the application, each project sponsor is requested to answer each of the attached questions related to the following scoring categories:

#### ***I. Project Effectiveness (up to 60 points)***

This criterion will help to evaluate projects based on the extent to which the project is effective in reducing vehicle trips, improving air quality and meeting other program goals. Project sponsors are asked to complete the attached worksheets that explain how the project will be implemented and the benefits that can be expected. Areas that need to be addressed include:

#### **Trip Reduction/Implementation of Ridesharing**

- a. These programs should consist of support for voluntary trip reduction, vanpooling, ridesharing or other related programs.
- b. Projected total annual number of vehicle trips reduced (one-way)
- c. Average length of reduced trip (one-way)
- d. Explanation of how vehicle trips and trip length were determined

#### **Shuttle Buses/Feeder Buses**

- a. Description of shuttle/feeder bus service: type of buses used, route, stops, schedule
- b. Projected one year operational data: average daily ridership, total annual boardings, miles of service
- c. Projected annual number of vehicle trips reduced (one-way)
- d. Estimated prior mode of patrons (i.e. % drive alone)

- e. Projected percent of patrons making vehicle trip to access transit
- f. Expected length of vehicle trips to access transit
- g. Explanation of how # of vehicle trips and trip length were determined

**Clean Air Transit and School Vehicles**

- a. Number to be purchased
- b. Type (CNG, electric, etc.)
- c. Passenger size
- d. Per vehicle cost of vehicles
- e. Incremental cost of the clean air vehicle(s) as compared to purchase price of a conventional vehicle
- f. Number and the age of vehicles to be scrapped or sold per BAAQMD policies
- g. Average annual mileage of vehicles being replaced

**Arterial Management Projects**

- a. Location of Project
- b. Segment Length (miles)
- c. Time Period (describe expected time over which speeds will be increased)
- d. Traffic Volume (w/o project)
- e. Travel Speed w/o project
- f. Days/yr project would affect traffic
- g. Traffic volume w/Project
- h. Travel Speed w/Project

**Rail-Bus Integration and Transit Information Systems**

- a. Detailed description of proposed rail-bus integration and/or transit information systems
- b. Possible products and estimated one year cost for each one:
  - 1. Production of intercity transit map and copies
  - 2. 1-800 transit information number and transit information and trip planning assistance
  - 3. Transit kiosks
  - 4. Transit incentives
  - 5. Ride-and-ride information and support facilities
  - 6. Web site for transit information, ridesharing or trip planning
  - 7. Promotional campaign to encourage ridership on rail or intercity transit systems
  - 8. Annual ridership survey to determine the change in mode as result of any of the above efforts
- c. Describe proposed the total overall bus-rail system, one-way length, average number of daily one-way trips for the entire system or systems.
- d. Projected one year operational data for the overall system (or systems):
- e. Average daily ridership
- f. Total average days per year of service

- g. Total average annual boardings
- h. Total average annual vehicle miles of service
- i. Projected daily number of vehicle trips reduced (one-way)
- j. Estimated prior mode of patrons (i.e. % drive alone)
- k. Projected percent of patrons making vehicle trip to access shuttle/feeder bus or park 'n ride facilities
- l. Expected average length of vehicle trips to access rail, transit or park 'n ride facilities
- m. Explanation of how # of vehicle trips and trip length were determined

***II. Regional or Corridor Benefit (30 points maximum)***

- Does the project have regional benefit (i.e. benefits more than one jurisdiction, promotes regional transportation systems or supports a major transportation corridor)? Describe those benefits and the regional area or corridor benefiting.

***III. Matching Funds (10 points maximum)***

- Does the project, route or system have other matching funds or would it be 100% funded with TFCA funds? Preference will be given to projects which utilize other local, regional, state or federal, matching funds, which work with TFCA funds to leverage a larger project.

### **10.1 Traffic Engineering and Technical Assistance Program (TETAP) (Dan Christians)**

MTC has advised us that they are accepting applications for their Traffic Engineering and Technical Assistance Program (TETAP). The submittal deadline is **February 24, 1997**. This program provides jurisdictions with traffic engineering expertise.

Grants are typically \$10,000. Projects are awarded on technical merit and eligible projects include traffic operations, traffic planning and safety.

Forty projects have been previously approved by MTC including a signal design by Solano County for an intersection at Suisun Valley Road and Rockville Road.

Attached is a recent letter from MTC requesting proposals. The list of projects previously approved and some sample request letters are also available at the STA.



**RECEIVED**  
 JAN 10 1997  
 BY: \_\_\_\_\_

**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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

**January 8, 1997**

*Dianne McKenna, Chair*  
Association of Bay Area Governments

*James Spering, Vice Chair*  
Solano County and Cities

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

*Jane Baker*  
Cities of San Mateo County

*James T. Beall Jr.*  
Santa Clara County

*Sbaron Brown*  
Cities of Contra Costa County

*Joe Browne*  
State Business, Transportation  
and Housing Agency

*Edward R. Campbell*  
Alameda County

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Mary Griffin*  
San Mateo County

*Elise Harris*  
Cities of Alameda County

*Tom Heich*  
Cities of Contra Costa County

*Jean McCown*  
Cities of Santa Clara County

*Fred Negri*  
Napa County and Cities

*Jon Rubin*  
San Francisco Mayor's Appointee

*Angelo J. Siracusa*  
California Department of  
Transportation and Development

*Tom TorLoben*  
Contra Costa County

*Doug Wilson*  
Alameda County

*Sharon Wright*  
Sonoma County and Cities

*Lawrence D. Dahms*  
Executive Director

*William F. Hein*  
Executive Director

**Cities and Counties  
San Francisco Bay Area**

**Dear Cities and Counties:**

MTC is soliciting projects for the Traffic Engineering Technical Assistance Program (TETAP). Letters of interest and project descriptions are due **February 24, 1997**. MTC will notify grant finalists by March 17, 1997.

MTC created TETAP in September 1993 to provide Bay Area jurisdictions with Traffic Engineering expertise. TETAP has funded a total of forty projects (Attachment 1).

These projects cover a wide variety of traffic engineering issues. Proposed projects will be rated based on technical merit; project type (operational projects receive a higher score than planning or safety only projects); positive impact on the operation of the Metropolitan Transportation System (MTS); and whether or not the project represents a partnership between two or more agencies.

MTC has retained four consulting firms to service TETAP. MTC will work with project sponsors to select the most appropriate firm for the project. Project sponsors are expected to work with the TETAP consultants to complete the projects within 90 days.

TETAP typically provides \$10,000 in consultant assistance to individual Bay Area jurisdictions to assist in the identification, definition, and implementation of traffic operational improvement projects on local arterials. No local match is required to participate in TETAP. However, project sponsors are responsible for project costs exceeding the maximum budget, unless otherwise approved by MTC.

TETAP will not fund any type of construction. Multi-agency projects can receive larger project budgets. While TETAP projects are expected to directly improve arterial operations, in certain instances they can also be used to assist in developing funding applications, such as a Project Information Report for TSM funds.

If your jurisdiction would like to participate in TETAP, please send a letter of interest including a project description to:

Shawn Gage  
MTC  
101 Eighth Street  
Oakland, CA 94607-4700

Clearly defined projects are eligible for consideration for TETAP; three sample requests are provided (Attachments 2, 3, and 4). Letters of interest and project descriptions are due February 24, 1997. If you have further questions regarding TETAP, contact Shawn Gage at (510) 464-7764.

Sincerely,



Lawrence D. Dahms  
Executive Director

LDD:jG:srg  
attachment



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TTY/TDD: 510.464.7709  
Fax: 510.464.7848  
e-mail: info@mtc.dst.ca.us

## *Memorandum*

TO: The San Francisco Bay Area Partnership  
FROM: Executive Director

DATE: January 2, 1997

W.I.: 99120

RE: Metropolitan Transportation Commission (MTC) Organizational Changes

In response to the shifting balance of the Metropolitan Transportation Commission (MTC) responsibilities, we have adjusted our internal organization and as a result changed some of the direct contacts we have with our partners. The purpose of this memorandum is to inform those doing business with MTC of our revised structure and in particular identify key contacts within our staff.

A word of explanation may be helpful regarding the outside influences that have motivated our internal adjustments. Tighter budgets have placed more emphasis on finance. Increasing traffic has compelled more attention to transportation system operations. The State Legislature and requirements of the Americans with Disabilities Act (ADA) have compelled a more focused transit coordination program. And finally, the more frequent turnover by State Legislators resulting from term limits complicates the challenge of adequately communicating with public policy officials.

In response we have:

1. Consolidated MTC's financial and allocation functions in the Finance Section under the direction of Therese McMillan.
2. Over the last year added and upgraded staff in the Advanced Systems Application Section where highway operations and ITS programs are centered under the direction of Joel Markowitz.
3. The Transit Coordination and Access Section under Ann Flemer continues its ADA implementation activities, assumed the Transportation Demand Management (TDM) function, transferred from the State last year and adds the SB 1474 emphasis on transit coordination activities. To enable this section to concentrate on this three-pronged challenge, the allocation functions have been transferred to Finance.
4. Staff from the Planning, Finance and Legislation sections will form three geographic teams, one each for the north, east and west bay subregions. Attached to this memorandum is identification of these team members and indication of the specific agencies they are expected to serve.

The San Francisco Bay Area Partnership

January 2, 1997

Page 2

The San Francisco Bay Area Partnership is developing into a tradition worthy of continued support and expansion. Our goal is to improve our product and our communication by virtue of the changes described above. We need your help if that goal is to be achieved.



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Lawrence D. Dahms

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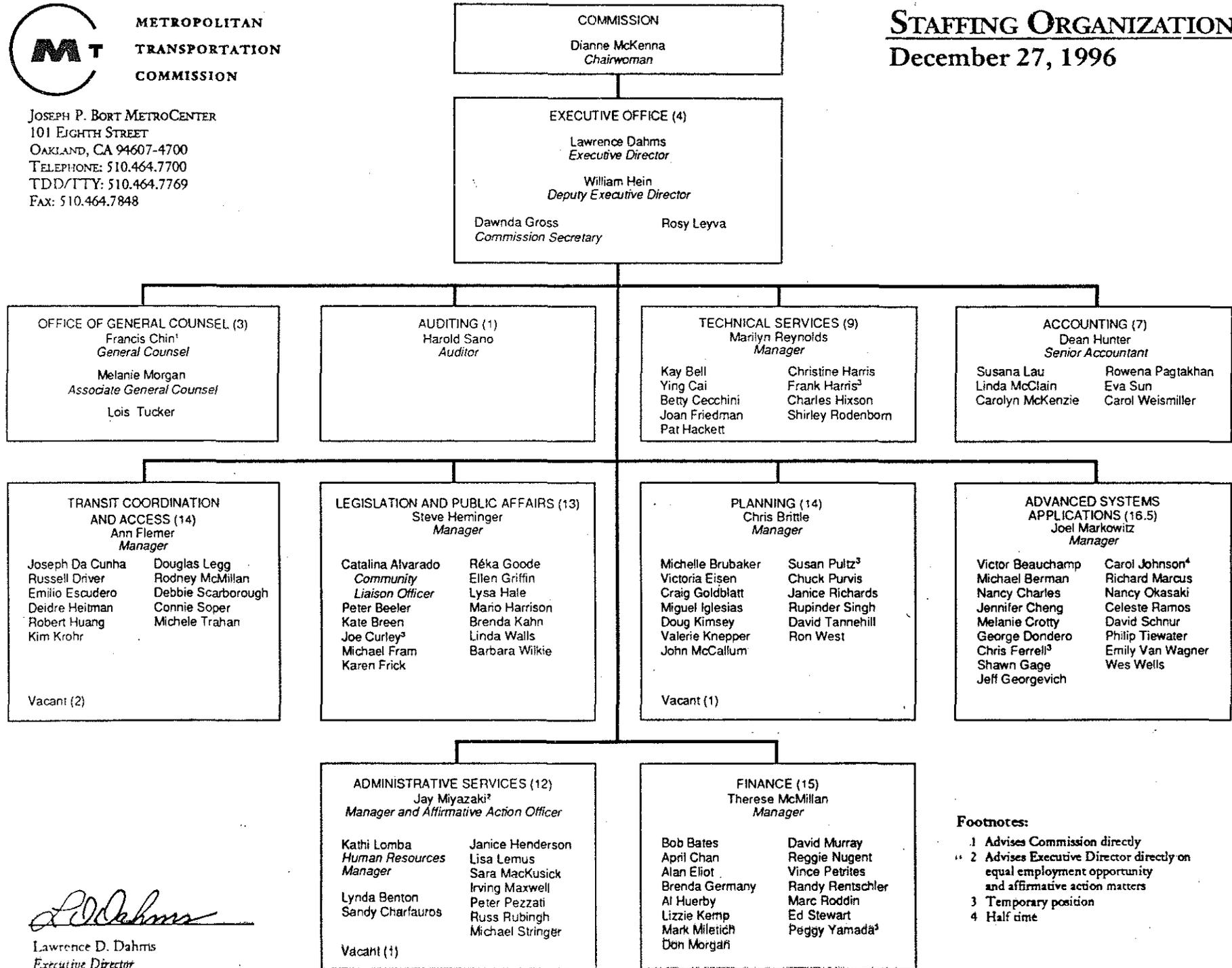
Attachments: MTC Organization Chart  
MTC Staff Liaison Assignment Summary



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

JOSEPH P. BORT METROCENTER  
101 EIGHTH STREET  
OAKLAND, CA 94607-4700  
TELEPHONE: 510.464.7700  
TDD/TTY: 510.464.7769  
FAX: 510.464.7848

**STAFFING ORGANIZATION**  
December 27, 1996



Lawrence D. Dahms  
Executive Director

**Footnotes:**

- 1 Advises Commission directly
- 2 Advises Executive Director directly on equal employment opportunity and affirmative action matters
- 3 Temporary position
- 4 Half time

Metropolitan Transportation Commission  
Staff Liaison Assignment Summary

County	Finance	Planning	Legislation
Alameda	Don Morgan (Senior) Vince Petrites (Including BART) April Chan (AC Transit only)	John McCallum	Ellen Griffin
Contra Costa	Don Morgan (Senior) Bob Bates	Craig Goldblatt	Ellen Griffin
Marin	Dave Murray (Senior) Lizzie Kemp (Including GGBHTD)	Doug Kimsey	Karen Frick
Napa	Dave Murray (Senior) Ed Stewart	Michelle Brubaker	Karen Frick
San Francisco	Randy Rentschler (Senior) Marc Roddin	Doug Kimsey	Kate Breen
San Mateo	Randy Rentschler (Senior) Marc Roddin Alan Eliot (JPB & SamTrans only)	Doug Kimsey	Kate Breen
Santa Clara	Randy Rentschler (Senior) Alan Eliot	John McCallum	Kate Breen
Solano	Dave Murray (Senior) Ed Stewart	Michelle Brubaker	Karen Frick
Sonoma	Dave Murray (Senior) Lizzie Kemp	Doug Kimsey	Karen Frick