



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

March 12, 1997
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
Closed Session on Personnel
6:00 pm, Suite 200
Regular meeting
6:15 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 -6:00 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 (Any consent item can be pulled for discussion)
- 7.1 **Minutes of Meeting of February 12, 1997. Page 29**
- 7.2 **Draft minutes of February 26, 1997 TAC Meeting. Page 35**
- 7.3 **Resolution of Intent to Approve PERS Contract. Page 39 (Martin Tuttle)**
- 7.4 **Track 2 of the 1998 Regional Transportation Plan. Page 45 (Kim Kloeb)**
(For Information Only)
- 7.5 **Abandoned Vehicle Abatement Fund Allotment Formula. Page 57 (Matt Todd)**

8.0 ACTION ITEMS: FINANCIAL

- 8.1 Resolution Approving 5-Year Bike/Pedestrian Plan for 1997-2002 and 1997-98 TDA Article 3 Claims. Page 61 (Dan Christians)**

9.0 ACTION ITEMS: NON-FINANCIAL

- 9.1 Clean Air Bus Funding Request. Page 87 (Matt Todd)**
- 9.2 Resolution Supporting 1997-98 Yolo-Solano Air Quality Management District Clean Air Project Applications. Page 89 (Matt Todd)**
- 9.3 Funding Exchange for Proposed Fairfield/Vacaville Train Station. Page 99 (Martin Tuttle)**

10.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 10.1 Status Report on Intercity Transit Coordination Study Page 101 (Dan Christians and Ann Jamison, Nelson\Nygaard Consulting Associates)**
- 10.2 STIP '98 - Call for Projects Page 103 (Martin Tuttle)**
- 10.3 Applications submitted to STA for 1997-98 BAAQMD Transportation Fund for Clean Air Program (TFCA). Page 115 (Dan Christians)**
- 10.4 Preliminary Draft 1997-98 Budget. Page 117 (Martin Tuttle)**

Adjourn (Next Meeting: April 9, 1997)



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

March 12, 1997
Agenda Item 4.0

Area Code 707
422-6491 ♦ Fax 429-2894

MEMORANDUM

Members: DATE: March 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

Preliminary Draft 1997-98 Budget: Agenda item 10.4 outlines our draft budget for discussion purposes. The Executive Committee directed staff to work with the Technical Advisory Committee (TAC) to propose specific priority projects to include in the project development portion of the budget. The finalized budget will be agendized for the April 9 Board meeting.

PERS Contract: PERS has completed the actuarial study needed for STA and its employees to participate in the PERS retirement system (2% at age 55). A resolution of intention to join PERS is proposed in agenda item 7.3, with the final agreement to be considered by the Board in April.

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

Carquinez Project Development Team, Oakland, February 13

Attended meeting to discuss Caltrans' plans to advance two design options for the accelerated bridge project (suspension and cable-stayed) to 35% detail. A preferred alternative will be announced in April, with construction on the main span scheduled to begin late '98 (open late 2001).

County Road Tour, Solano County, February 18

Joined Supervisor Kondylis and Mayor Spring on bus tour hosted by John Gray to review the condition of the County's road system.

Caltrans Office Chiefs' meeting, Oakland, February 19

At the request of Interim District Director Harry Yahata, briefed District 4's top managers on the STA and key Solano transportation issues.

Napa County Congestion Management Agency, Yountville, February 19

Presented a summary of the STA's Long Range Rail Alignment Report (LRRAR) at the Napa CMA Board meeting.

Executive Director's Report, page two

Contra Costa Transportation Authority, Walnut Creek, February 19

Along with consultant Richard Tower, presented the LRRAR at the CCTA Board meeting

CCTA/STA Subcommittee, Benicia, February 20

Joined Mayor Hayes at the meeting to receive Richard Tower's final LRRAR briefing. The subcommittee voted to approve a resolution in support of \$250,000 cost for Caltrans to structurally upgrade the new Carquinez bridge to accommodate light rail.

ISTEA projects, Washington, D.C., February 24

Congressman Riggs submitted the STA's federal ISTEA earmark for the I-80 Reliever Route project and Congressman Fazio requested funds for Dixon's railroad grade separation project. Congressman Miller surprisingly submitted a request for Wilson Avenue improvements (Phase 2), rather than Benicia's bike over crossing and Vallejo's train/ferry projects which were approved by the STA Board last month. (correspondence attached on pages 5 and 6)

SEDCORP, Suisun City, February 25

Met with Mary McCarthy to review objectives for the new SEDCORP Transportation Action Team, made up of eight industry representatives. The team will meet initially for 4-5 working sessions to define strategies and an action plan to improve mobility in Solano. The first meeting is March 21 (see attached letter and membership list on pages 8 and 9).

Metropolitan Transportation Commission, Oakland, February 26

Mayor Spering becomes the first Solano County representative to chair MTC (see attached article on page 10).

California Transportation Commission, Sacramento, February 28

Attended workshop on the 1997 STIP fund estimate (see related agenda item 10.2).

U.S. Coast Guard, Alameda, February 28

Mayor Hayes and consultant Bill Gray attended a meeting apparently requested by Union Pacific for the Coast Guard to re-review the issue of the location of the proposed new Benicia-Martinez bridge (see attached letters from Reps. Miller and Tauscher on page 11).

-- after agenda mailout --

California Transportation Commission, Los Angeles, March 4

The CTC will consider the STA's Transit Capital Improvement program grant request for improvements to the Suisun/Fairfield Train Station. Caltrans is opposed to our proposal and the CTC will make a final decision at its April meeting. (see correspondence on pages 12-16).

Executive Directors Report, page three

Bay Area CMA Association, Oakland, March 6

To attend the monthly meeting of CMA managers to discuss the 1998 STIP funding process, MTC's Track 2 and pending legislation.

Intercity Transit Plan Workshop, Suisun City, March 7

To attend the second of three workshops scheduled for transit managers.

Metropolitan Transportation Commission, Washington D.C., March 9-12

To participate in MTC's annual lobbying trip to Capitol Hill.

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 awaits its first hearing in the Senate Transportation Committee.

SB 55 (Kopp) 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 and is now pending in the Assembly.

AB 595 (V. Brown) : The MTC-sponsored bill would authorize up to a 10 cent per gallon fuel tax in the Bay Area counties, subject to voter approval. The bill was introduced on February 25.

AB 930 (Thomson): The STA-sponsored bill to appropriate funds for the Dixon-Davis Bike Route was introduced on February 28.

UPCOMING EVENTS

March 19	Capitol Corridor Joint Powers Board in Suisun City
March 20	Joint subcommittee of the STA and Contra Costa Transportation Authority in Walnut Creek
March 26	Metropolitan Transportation Commission meeting in Oakland
March 26	STA TAC meeting in Suisun City
April 2-3	California Transportation Commission meeting in Sacramento
April 9	STA Board meeting in Suisun City

ATTACHMENTS:

STA Priority Projects -- status report (page 4)
Key news articles and correspondence

STA Project Development Fund 1996-97 Priority Projects - Status Report (listed in alphabetical order)				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Vallejo, STA	\$20,000	\$20,000	\$11,203	-Public workshop in Vallejo on Feb. 20 -Public Hearing in Crockett on Feb 26 -CCTA/STA Subcommittee supports \$250,000 provisions for light rail on the new Carquinez Bridge
-Long Range Rail Alternative Report (LRRAR)	\$25,000	*		-STA Board accepted report at meeting on 2/12
Benicia Transit and Vallejo Transit Coordination Study Benicia, Vallejo	\$3,500	\$14,000		-Vallejo has contracted with Kaplan and the study is underway (MTC \$14,000 match approved 6/96)
Bike Route Implementation Plan STA	\$15,000	*	\$11,782	-Clean Air Fund application for Vjo-FF/A-80 route segment, funding was approved for \$392,000 -Dixon-Davis Bike Route application for clean air funds to be submitted to YSAQMD on 3/7 -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 -CTC to review Suisun/Fairfield station TCI grant on 4/2
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 began 3/6 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	*	\$8,494	-STA Board accepted report at meeting on 2/12
I-80 Reliever Route Implementation Plan STA	\$5,500	\$50,000		-STA Board approved supplemental Agreement at meeting on 2/12 -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	\$25,000	\$475,000		-PDF funding (\$25,000) transferred to Long Range Rail Alternative Report (LRRAR)
Transit Management Plan STA	\$4,000	\$56,000	\$4,000	-Transit Operators Workshop #2 scheduled for 3/7 -Transit Steering Committee meeting with consultant and presenting information to Board on 3/12 -Nelson/Nygard completed 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	*	*		-Paving/installation in March, testing in April/May, system fully on line in June (weather permitting)
TOTAL	\$116,000	\$140,000	\$54,459	

* No funds allotted at this time

\$256,000

Note- Actual cost of the Transit Management Plan through March 5th is \$13,467



COMMITTEE ON ECONOMIC AND EDUCATIONAL OPPORTUNITIES
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 EARLY CHILDHOOD, YOUTH AND FAMILIES
 (CHAIRMAN)
 POSTSECONDARY EDUCATION, TRAINING, AND LIFE-LONG LEARNING
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Congress of the United States
House of Representatives
 Washington, DC 20515

February 24, 1997

The Honorable Bud Shuster, Chairman
 The Honorable James L. Oberstar, Ranking Democratic Member
 Committee on Transportation and Infrastructure

The Honorable Thomas Petri, Chairman
 The Honorable Nick J. Rahall, II, Ranking Democratic Member
 Subcommittee on Surface Transportation

Dear Colleagues:

As one of the three Members of the House representing Solano County, California, I am pleased to submit for your consideration a request for funding to be included in this year's reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). The other Representatives, Vic Fazio and George Miller, join in supporting this project.

California's First Congressional District is approximately the size of the State of Massachusetts, running for 350 miles along the rugged North Coast, then swinging inland to include the Napa Valley. As you can imagine, the region has diverse infrastructure problems and needs.

Solano County is one of the seven counties that I represent. It is located north of San Francisco and Oakland and southwest of Sacramento. It is largely urbanized and a major transit route. Within my District is Travis Air Force Base, the largest Air Force Base in the world. For that reason, I am submitting on behalf of the Solano Transportation Authority, Solano County, and the Cities of Fairfield, Suisun and Vacaville, a request for assistance in completing Phase 1 of the I-80 Relieve Route Project. This will provide a continuous, operationally enhanced, four lane roadway from Highway 12 in Suisun City to I-80 at the Leisure Town Road interchange. Phase 1 also includes Vanden Road from Peabody Road to the Leisure Town Road extension, and Leisure Town Road to I-80. The total cost over a five-year period is \$50.7 million, of which \$40.6 million would be Federal funds.

As a member of the Committee, I strongly support the ISTEA reauthorization process, and appreciate your consideration of this critical infrastructure project. Please do not hesitate to contact me if there is any further information you require.

Sincerely yours,

 FRANK D. RIGGS
 Member of Congress

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBER

Enclosure



GEORGE MILLER

7TH DISTRICT, CALIFORNIA

2205 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0507
(202) 225-7095

DANIEL WEISS
ADMINISTRATIVE ASSISTANT

COMMITTEE ON RESOURCES

COMMITTEE ON ECONOMIC AND
EDUCATIONAL OPPORTUNITIES

VICE CHAIR
DEMOCRATIC POLICY COMMITTEE

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

February 25, 1997

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Chairman Thomas Petri
Transportation Subcommittee on Surface Transportation
B370A Rayburn

Dear Chairman Petri:

I would like to thank Chairman Petri, Congressman Rahall, as well as Chairman Shuster and Congressman Oberstar, for their efforts to improve our Nation's vital transportation infrastructure. With the leadership and support of this committee, my California district and the San Francisco Bay Area have been able to contribute to our country's economic growth.

I am pleased to have the opportunity to support a select group of transportation projects in my district that will improve traffic flow, road safety, and economic development, not only in my district, but throughout the East Bay and beyond.

Route 4 West - Phase I project would upgrade 5 miles of narrow 2-lane highway between I-80 and Cummings Skyway to a 4-lane road in preparation to make it a full-standard freeway. The California Highway Patrol and the State Department of Transportation have recently reported that, despite on-going low-cost improvements, the accident rate of this highly used road has actually risen in the last two years. The only sure way of improving the safety of this vital highway link is to have a divided highway. This is the west end project of improving highway 4, linked to the east end project ("Route 4 East") being sponsored by Congresswoman Tauscher and also supported by me. The total cost of this project is \$55 million, and Contra Costa Transportation Authority is requesting only \$10 million in federal assistance, divided equally over FY 1999 and FY 2000.

Wilson Avenue Improvement Project - Phase II is part of the City of Vallejo's on-going economic conversion effort in the wake of the closing of the Mare Island Naval Shipyard. Widening this major access road to the Island would service commuters to the Vallejo ferry line and ease traffic generated by the ever-growing private economic activities taking place on the Island. The City is requesting \$5.68 million over the next two years. The City has invested tremendous resources in its conversion efforts and this transportation project is a key link to those other efforts.

Martinez Intermodal Project - Phase III would increase intercity and interstate rail service capacity by improving access. It would acquire and develop an additional 425 parking spaces and build a pedestrian bridge over the railroad tracks. This project would help relieve congestion along I-80, I-680, highway 4 and highway 24, as well as serve rail users from Congresswoman Tauscher's district. The City is requesting \$17.9 million over the next three years.

(More)

Finally, Congressman Dellums and Stark are supporting projects by Alameda County (AC) Transit, and I believe these projects will benefit the Bay Area as a whole and that I support them as well.

On a policy note, as you work to improve ISTEA for the next millennia, I urge this committee to maintain its commitment to a better environment and adequately serving the poor. CMAQ has played a vital role in helping many regions in our country improve their air quality and lower public health costs. Still, some regions are struggling with a "non-attainment" air quality status and still others would like to improve upon their achievements. I urge the committee to increase the funding level of CMAQ and also allow the spending of CMAQ funds on maintenance facility conversion to service alternative fuels vehicles.

Also, even with current section 9 transit operating assistance levels, many transit agencies are having to cut bus services under these tough financial times. Public transit is the only means of commuting for many low income working families and those on welfare. To cut this assistance outright does not make sense at all. It does not make sense for us to rightfully expect welfare recipients to work and at the same time take away their ability to get to work. I urge the committee to either maintain section 9 transit operating assistance at the 1997 level or provide enough flexibility with the capital assistance so that transit agencies can apply it toward the most needed part of their operation (e.g., covering the salary of maintenance workers).

As the Subcommittee and the full-Committee have noted, there is a lot of work still left to be done in the American transportation system, and I am confident that the leadership of this committee will continue to improve our nation's infrastructure with the reauthorization of ISTEA.

Thank you very much for your time and consideration of my requests. I would be happy to answer any questions you may have about them.

Sincerely,



GEORGE MILLER
Member of Congress, 7th District

cc: Congressman Nick J. Rahall
Ranking Democratic Member
Transportation Subcommittee on Surface Transportation

Enclosure

Post-It® Fax Note	7671	Date	2-28	# of pages	2
To	Marty Tuttle	From	Mary M		
Co./Dept.		Co.	SEDCORP		
Phone #		Phone #	864-1855		
Fax #	sent today	Fax #			

Frank Friedman
 Lucky Stores Distribution Center
 700 Crocker Drive
 Vacaville, CA 95688

Dear Frank:

Thank you for your interest in serving on a regional transportation action team. In response to a request from the Solano Transportation Authority (STA) for industry input into regional transportation planning, SEDCORP agreed to assist in identifying a select number of industry leaders to work with STA members in addressing this policy area. The team members are listed below.

The purpose of the action team is to provide industry input into transportation strategies and projects needed to promote Solano economic vitality. The plan is for five working sessions during the next three to four months. The first session will be on Friday, March 21, 7:30 - 9:30 AM, in the plant manager's conference room at the Anheuser-Busch Brewery in Fairfield. Plant manager Wayne Senalik will provide refreshments.

Attached is a draft outline of the team's objectives. Please call me or Marty Tuttle of the STA (438-0652) if we can be of assistance at this time. Thank you for your corporate citizenship and willingness to contribute to this important effort.

Mary T. McCarthy
 marym@SEDCORP.org

sample

Solano Transportation Action Team

Gary Andrews, (707) 422-4844
 President, Amos and Andrews

John Ash (707) 745-6638
 Benicia Harbor
 President, Benicia Industrial Park Assoc.

Tom Chowanec, (707) 643-4588
 Plant Manager, General Mills Inc

Gary Falati, (707) 422-4311
 Agent, State Farm Insurance

Frank Friedman (707) 446-5900
 Distribution Center Manager, Lucky Stores

Bob Moody, (707) 428-2800
 HR Manager, Herman Goelitz Candy Company

Wayne Senalik, (707) 429-2000
 Plant Manager, Anheuser-Busch Brewery

Bill Wourms, (707) 453-6415
 ALZA Corporation

2-28-97 11:11 SOLANO ECON. DEV. CORP # 2

SEDCORP TRANSPORTATION ACTION TEAM

OBJECTIVE:

In the spirit of collaboration, work with the Solano Transportation Authority to identify key regional transportation issues and projects that must be addressed in order to promote long-term economic vitality and high quality of life in Solano County. The result of the effort (Phase 1 and 2) will be the production of an action plan to promote mobility projects during the next 5-10 years.

TEAM MEMBERS:

Industry leaders representing firms with a critical interest in maintaining long term mobility in the county.

SCOPE OF WORK:

Phase I (2-3 months). The Team will review and make recommendations on the following:

1. Current transportation system in Solano.
2. Key projects that need to be addressed during the next 5-10 years.
3. Current finance process for transportation programs and projects.
4. Successful approaches used in other counties to advance transportation programs and projects.

Phase 2 (1 month)

1. Define tangible strategies and an action plan to promote mobility projects during the next 5-10 years.

Phase 3 (to be determined)

Suisun City mayor to head transit board

In brief Jim Spering has spent 10 years as a member of the Bay Area commission.

By Geoff S. Fein
Staff Writer

Reporter
2-22-97

For the first time in the Metropolitan Transportation Commission's history, a Solano County representative will be elected to head the Bay Area organization.

Jim Spering, mayor of Suisun City, will become chairman of the MTC on Wednesday at the commission's monthly meeting.

Spering, who will serve a two-year term as MTC chairman, has sat on the commission for 10 years before his election to the chairmanship.

"The chairman sets the tone of the commission. He appoints chairs of the subcommittees and members of the committees," said Bill Hein, deputy executive director of the MTC.

Spering was appointed to the MTC just after he became mayor of Suisun City. Besides serving on the MTC, Spering has also served on the Solano Transportation Authority and was chairman of the advisory committee formed by the state legislature to create the Capitol Corridor pas-

senger rail service linking Sacramento and the Bay Area.

"He is viewed as a leader in improving that system," said Martin Tuttle, executive director of the Solano Transportation Authority.

"I expect as chairman of the MTC you will see him put greater emphasis on transportation and local land use decisions," said Tuttle. "That's his baby."

Spering said his interest in transportation issues evolved from seeing the state's transportation system deteriorate, and the challenge in trying to find solutions to these problems.

Spering said he sees two areas of importance: effecting the transportation needs of the region: the growing needs of operation and maintenance of roads, and the connection between land use and transportation.

"I'd like to see the MTC look at how to utilize transportation systems," Spering said.

While the commission deals with the entire spectrum of transportation issues from road conditions to commuter rail service, Spering said he will primarily focus his attention on a regional basis dealing with incremental development and transportation systems.

"Look at I-80 between Fairfield and

Vacaville. Congestion is appearing right in the heart of the county," he said. "This impacts businesses.

Spering cited Anheuser Busch as an example of one business effected by the heavy traffic on Interstate 80.

"Mobility is paramount to their success," he said.

Looking at how we can manage these type of systems is a very complex problem with very sophisticated solutions, and requires the cooperation of cities and counties, Spering said.

Tuttle said it is important to see how cities and counties propose developments near transportation routes.

"You need to promote non-auto alternatives," he said. "Jim recognizes the impact of transportation on the quality of life."

Former Fairfield mayor and Association of Bay Area Governments chairman Gary Falati agreed with Tuttle's assessment, adding that Spering is aware that the economic development in this area is dependent upon transportation.

"Without the movement of goods, services, and people, businesses won't relocate here. Jim understands this," he said. "If it wasn't for Jim's leadership with the MTC, the new Highway 12 (expansion) would take another 12 years."

GEORGE MILLER

7TH DISTRICT, CALIFORNIA

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DANIEL WEISS
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February 20, 1997

Wayne R. Till, Chief
Bridge Section
United States Coast Guard
Building 506, Coast Guard Island
Alameda, CA 94501-5100

Dear Mr. Till:

In early 1996, Public Notice 11-85b was issued regarding revisions to the location of the proposed new Benicia-Martinez Bridge. Representatives of Congressional Districts 7 and 10 have long supported completion of a second highway bridge across the Carquinez Strait at this location.

It had been our understanding that decisions related to the location of the new bridge (upstream of the existing railroad bridge) had been agreed to last year after consultation and meetings involving Caltrans, representatives of the railroad, interested local agencies, and others. It has recently come to our attention that your reviews may not yet be completed. Please advise us as to the current status of your reviews.

The final draft Environmental Impact Statement for the project has been circulated and is under final review by the Federal Highway Administration. The Record of Decision (ROD) will be available within 30 to 60 days. Caltrans advises that construction of the new bridge could begin in early 1998. We continue to be concerned with what has been an extremely lengthy review process and encourage you to expedite your review of the proposed project and to issue the required permits as quickly as possible

Thank you for your assistance.

Sincerely,

George Miller
Member of Congress
7th District, California

Ellen Tauscher
Member of Congress
10th District, California

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1-800-YOLO-SOL

Assembly California Legislature

HELEN THOMSON
ASSEMBLYWOMAN, EIGHTH DISTRICT

February 21, 1997

Mr. Edward G. Jordan, Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, California 95814

Dear Mr. Jordan:

I am writing in strong support of the proposed 1997-98 Transit Capital Improvement (TCI) program funding request for improvements to the Suisun/Fairfield intercity rail station in the 8th Assembly District.

Prior to being elected to the Assembly, I served for six years as vice-chair of the Capitol Corridor Policy Advisory Committee. It is my view that the proposed improvements to the Suisun/Fairfield station will improve access to the only train station serving the nearly 400,000 residents of Solano County. With increased frequency and speed, the Capitol Corridor trains have tremendous potential to relieve congestion in the Interstate 80 corridor. Station improvements like those proposed at Suisun/Fairfield are critical to the overall strategy of making train travel an attractive alternative.

I was disappointed to learn that the Caltrans Rail Program has recommended against the Suisun/Fairfield request. The decision was made on the basis that the project is premature, and that it is not an intercity rail project. They also noted that the proposal might not be acceptable to the Union Pacific as it required passengers to cross the railroad tracks at grade. I must say I quite disagree with their recommendation. I urge the Commission to join me, the CCJPB and others along the Capitol Corridor in supporting the TCI funding request for the Suisun/Fairfield train station improvements.

These proposed improvements are much needed enhancements to this station, and again, a component of the overall strategy to promote the trains. I was pleased to hear that the Capitol Corridor Joint Powers Board (CCJPB) voted unanimously on February

Mr. Edward G. Jordan
February 21, 1997
Page two

12 to oppose Caltrans' recommendation and to urge funding for the Suisun/Fairfield station request as an intercity project, not a commuter project.

Thank you for your consideration of this very important request.

Sincerely,



Helen M. Thomson

HT:jl

cc: Jim Spering, Chairman, CCJPB

STANDING COMMITTEES:
 BUDGET AND FISCAL REVIEW, CHAIR
 NATURAL RESOURCES AND
 WILDLIFE, VICE CHAIR

AGRICULTURE AND
 WATER RESOURCES
 GOVERNMENTAL ORGANIZATION
 HEALTH AND HUMAN
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California State Senate

SELECT COMMITTEE ON
 CALIFORNIA'S WINE INDUSTRY, CHAIR
 JOINT COMMITTEE ON
 FISHERIES AND AQUACULTURE, VICE CHAIR
 RURAL CAUCUS, CHAIR

SENATOR
MIKE THOMPSON
 SECOND SENATORIAL DISTRICT



February 21, 1997

Edward G. Jordan, Chairman
 California Transportation Commission
 1120 N Street, Room 2221
 Sacramento, California 95814

Dear Chairman Jordan:

I am writing in support of the Solano Transportation Authority's 1997-98 Transit Capital Improvement (TCI) program funding request for improvements to the Suisun/Fairfield intercity rail station.

The proposed parking improvements to the Suisun/Fairfield station will improve access to the only Amtrak/Capitol Corridor train station serving the residents of Solano County. This station is an integral component of the county's regional transportation system, serving as an alternative to dependence on highway transportation and providing a rail service connection the Greyhound and local transit.

I am very supportive of the continued development of Capitol Corridor trains and station improvements that make the service more "rider friendly."

Thank you for your consideration of Solano County's request.

Sincerely,

MIKE THOMPSON
 Senator, 2nd District

MT:cd

cc: Mayor Chuck Hammond, City of Fairfield
 Mayor James Sperring, City of Suisun City

STATE CAPITOL
 SACRAMENTO, CA 95814
 (916) 445-3375
 (916) 323-6958 FAX

50 D STREET, SUITE 120A
 SANTA ROSA, CA 95404
 (707) 576-2771
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 EUREKA, CA 95501
 (707) 445-6508
 (707) 445-6511 FAX

1040 MAIN STREET, SUITE 101
 NAPA, CA 94859
 (707) 224-1990
 (707) 224-1992 FAX



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 429-2894

February 21, 1997

Members: Mr. Edward Jordan, Chairman
California Transportation Commission
Benicia 1120 N Street, Room 2221
Dixon Sacramento, CA 95814
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

RE: 1997-98 Transit Capital Improvement (TCI) program funding request

Dear Mr. Jordan:

Martin Tuttle
Executive Director

I am writing in an attempt to clarify any misunderstanding created by Caltrans Rail Program staff in regard to the Solano Transportation Authority's proposed 1997-98 Transit Capital Improvement (TCI) program funding request for improvements to Suisun/Fairfield intercity rail station in Solano County.

It is our understanding the Rail Program staff thinks our application for funding of a parking facility for the station is premature and more oriented toward commuter rail service than intercity service. They apparently think that the current parking is adequate, and that the existing parking facility in Suisun City should be expanded prior to the development of additional parking on the Fairfield side of the tracks.

The Suisun/Fairfield station is the only stop for the 'Capitols' in Solano County. There is no commuter service serving this station. Our application stressed the fact that the location of the proposed parking improvements will be much more accessible to residents of the Fairfield than the current parking facility in Suisun City. Fairfield is a market of over 85,000 potential riders. The city is currently physically separated from the current parking facility by Highway 12, which is an elevated and limited access roadway.

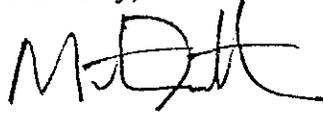
Finally, Caltrans Rail Program staff has also stated that our proposal might not be acceptable to the Union Pacific as it would require passengers to cross the rail tracks at grade. Since the proposed parking on the north of the tracks is connected to the station by an existing pedestrian overcrossing, passengers will not be required to cross at grade to access the rail station as incorrectly stated by Caltrans (see attached news article with photo of the pedestrian overcrossing).

Ridership on the 'Capitols' by Solano residents is currently less than it should be, and we think the proposed TCI improvements will help to enhance the access, and, thus, the viability, of the only station serving our county's growing population.

This proposed TCI project has strong support from our local legislators, the cities of Fairfield and Suisun City, and the Capitol Corridor Joint Powers Board. It is a worthwhile project that we are committed to completing quickly. Thus, we hope the Commission will approve this funding request.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Tuttle', with a stylized flourish at the end.

Martin Tuttle
Executive Director

Enclosure

cc: STA Board
Robert Chung, CTC

FRANK D. RIGGS

1ST DISTRICT, CALIFORNIA

COMMITTEE ON ECONOMIC AND
EDUCATIONAL OPPORTUNITIES

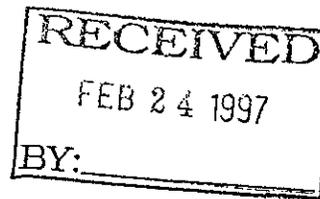
SUBCOMMITTEES:

EARLY CHILDHOOD, YOUTH AND FAMILIES

(CHAIRMAN)

POSTSECONDARY EDUCATION, TRAINING, AND
LIFE-LONG LEARNING

COMMITTEE ON
TRANSPORTATION
AND INFRASTRUCTURE



1714 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-3311

DISTRICT OFFICES:

1700 2ND STREET
SUITE 378
NAPA, CA 94559
(707) 254-7308

710 E STREET
SUITE 100
EUREKA, CA 95501
(707) 441-8701

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

February 14, 1997

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

Dear Mr. Tuttle:

Thank you for your letter of January 17, 1997 regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA). I have reviewed the resolution you attached that was approved by the Solano Transportation Authority. I appreciate your efforts to keep me informed.

As a member of the Surface Transportation Subcommittee, I will be very active in the reauthorization of ISTEA. As the subcommittee tackles this important legislation and other related transportation problems, I will keep your views in mind.

Again, thank you for contacting me. Please do not hesitate to do so again in the future on this or any other issue of importance to you.

Sincerely yours,

Frank D. Riggs
Your Representative in Congress

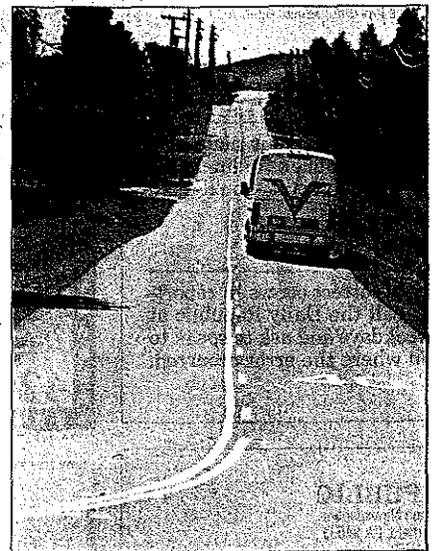
FDR: rwc





Gary Goldsmith/DAILY REPUBLIC

Solano County Transportation Director John Gray became a tour guide Tuesday as the supervisors visited county roads.



Gary Goldsmith/DAILY REPUBLIC

The tour bus travels toward Vacaville on Gibson Canyon Road.

Road trip lets supes see scars, potholes

By Charles Levin

DAILY REPUBLIC

2/19/97

SUISUN CITY — Most of Solano County's 607-mile road system has fared well over the years, but there are exceptions — routes scarred with potholes, narrow, lacking safe shoulders for pedestrians or bicycles, or subject to winter flooding.

How the county Board of Supervisors will use its \$14.7 million roads budget to remedy this situation remains unclear for now.

On Tuesday, the supervisors, county staff, reporters, and several county Planning Commission and grand jury members boarded a 46-passenger bus and toured the county's back roads to assess the situation.

Supervisors Bill Carroll and John Silva did not attend. Carroll is recovering from a hospital visit. Silva was out of town.

Supervisors agreed that most roads looked fine but that some spots were troublesome.

"This has been an ongoing problem," said Supervisor Gordon Gojkovich, who vowed to improve roads critical to local farms.

Supervisor Skip Thomson said the trip would help the transportation department and the board decide which roads needed the most attention.

Citizens living in the county's unincorporated areas don't get as much for their tax dollar as other citizens when it comes to road maintenance, Thomson said.

Thomson's district covers about 52 percent of the county. Most county-maintained arteries are in his district.

The bus passed through Tolenas Farms, rural passages near Binghampton Road just east of Fairfield, and the farm routes of Allendale and English Hills. Later, after a lunch break at the Nut Tree Airport, the bus

visited Suisun Valley, Green Valley, Vallejo, Benicia and Cordelia.

The most overt problems were several rural roads — some gravel, some paved — where poor drainage or high adjacent fields cause flooding.

In some areas, maintenance has become so lax that the county just puts up "road closed" signs after they flood, said Rio Vista farmer Dick Emigh.

Emigh called Thomson about the problem, who, in turn, called Gray to organize the tour.

Emigh is worried about Robben, Brown, Pedric, Norton and Salem roads, all near Binghampton Road.

"I want to address the maintenance budget," Emigh said. "The No. 1 failure is drainage."

The county has 473 miles of paved

road and 134 miles covered with gravel.

High-volume roads carry as many as 18,000 vehicles a day, while most rural roads average fewer than 100, according to a county staff report.

The lion's share of the county's roads budget is \$6.2 million, federal funding for specific projects, such as bridges; and \$5.1 million from state gasoline taxes. About \$300,000 comes from local property tax.

To save on its maintenance budget — about \$1 million for materials — the county is slowly converting some torn-up asphalt roads to gravel. In the last five or six years, the county has converted about 10 miles, Gray said.

On Tuesday, Gray said Hastings Road and Weber Road, south and

In some areas, maintenance has become so lax that the county just puts up 'road closed' signs after they flood, said Rio Vista farmer Dick Emigh.

See **Roads**, Back Page

Road From Page One

north of Binghamton Road, respectively, were candidates for conversion to gravel.

About 15 segments of county roads need rebuilding, Gray said last week. Some were not paved well the first time while others have not had proper maintenance, he said. Still others, while barely traveled, withstand regular trips by heavy farm equipment.

Lopes Road, the frontage artery of Interstate 680, needs work but lacks enough traffic to warrant serious consideration for now, Gray said.

Other problems the county

faces are overflowing creeks that have left debris clinging to county bridges, such as the crossing over Suisun Creek on Cordelia Road. The jammed debris contributed to the flooding at nearby Thomasson Lane, Gray said.

In the recent storms, county transportation workers removed piles of branches that were trapped under the bridge. Replacing the bridge would be ideal but a more realistic solution is to clean the channel, Gray said.

Clean-up work, however, is hazardous at night due to limit-

ed visibility, he added.

In contrast, Gray pointed out portions of the Ulatis Channel in the eastern portion of the county, which appeared to be well-maintained.

Last week, Gray showcased Rockville Road as a county solution that works. Officials finished widening the road, which connects Suisun Valley with Green Valley, in 1974. The road is now 40 feet wide, meeting the standards required for its average daily traffic load.

Accident rates dropped by half after the widening, defying conventional wisdom that

improvements would encourage speeding and reckless driving, Gray said.

But Green Valley Road, maintained by the county to the Fairfield city line, is only 21 feet wide. The accident rate there is six times as high as Rockville Road, Gray said.

The county is preparing a widening project for Green Valley Road, created with input from a citizens advisory committee. The new artery will feature a bike and pedestrian path on adjacent property.

Local representatives introduce host of bills

By Andrew LaMar
DAILY REPUBLIC

FAIRFIELD — Racing to beat today's deadline for new legislation, Solano County's state representatives have introduced a host of bills this week, including one to scrap the unpopular Smog Check II program.

"We know the problem with Smog Check II. If it is fully enacted, it would be too costly for California motorists," said Dean McEwen, spokesman for Sen. Maurice Johannessen, R-

Redding. "This bill would cut right to the heart of the matter. It would reinstate the old smog check program."

Johannessen co-authored the legislation with Sen. Richard Mountjoy, R-Los Angeles, McEwen said.

Smog Check II, the state's controversial new auto emission testing program, created "enhanced areas" designating regions with the dirtiest air quality. In those areas, which include Davis and Vacaville,

See Bills, Back Page

Bills From Page One

motorists face tougher emission standards.

The state began enacting the program in phases last year.

In related legislation, Assemblywoman Helen Thomson, D-Davis, said she intends to offer a bill exempting Davis and Vacaville as Smog Check II enhanced areas and creating a Solano County pilot emissions program. She will amend the bill to reflect the recommendations of Solano County supervisors and a county task force examining the matter, she said.

New legislation cannot be introduced in either state chamber after today. However, lawmakers have broad flexibility to make amendments.

Thomson and others said they were scrambling to get bills in by today. Thomson planned to introduce 18 of her 24 legislative proposals on Thursday or today.

She will sponsor legislation

to build a \$1 million bike path between Vacaville and Dixon on railroad right of way, put Solano County into a three-year pilot program giving it authority over how to administer social services to children and create a "double-fine enforcement zone" on Highway 12 that would charge speeders twice current fines.

The double fine and added road signs will make the road safer, Thomson said. A double-fine zone has been used on Highway 37. Thomson will also author bills requiring the state to spend more money maintaining public school facilities and providing health care for people forced off welfare.

Solano County could join eight other Bay Area counties in voting on a gas tax of up to 10 cents a gallon to fund regional transportation projects, according to a proposal introduced Tuesday by Assemblywoman Valerie Brown, D-Sonoma.

Assembly Bill 595 would direct the Metropolitan Transportation Committee to develop a construction plan for the nine counties and put the plan and a gas tax funding it before the region's voters. The bill would require 95 percent of the tax proceeds from each county to be spent within that county.

A majority of Bay Area voters have supported recent transportation bonds rejected by statewide voters, Brown said.

"It's a question of self-government. The transportation needs of the Bay Area need to be put before our electorate," Brown said in a press release.

Suisun City Mayor Jim Sperring is MTC's chairman this year.

He is the first Solano County representative to serve in the role.

On Wednesday, Brown unveiled a legislative package aimed at expanding services for victims of domestic vio-

lence. Assembly Bill 493 would exempt victims who change their names to protect themselves from law that requires legal name changes to be published in newspapers.

Assembly Bill 520 would add probation officers to the list of those required to undergo domestic violence training. Judges and police officers now receive the special training.

Assembly Bill 535 would allow children and domestic violence victims who haven't pressed charges greater access to counseling and other services.

At a Thursday press conference, Johannessen discussed his bill requiring group homes to obtain business licenses before opening.

The state has more than 1,800 group homes serving troubled teenagers, and currently they can move into a residential neighborhood without input from local residents.

Transportation officials seek funding

By Charles Levin
DAILY REPUBLIC

3/2/97

FAIRFIELD — Local transportation officials are carefully watching Washington, D.C., where lawmakers this year will vote to reauthorize an important funding source for Solano County.

Federal cash from the Intermodal Surface Transportation Efficiency Act, also known as ISTEA, could influence Solano County's traffic patterns and commerce, local officials said.

ISTEA provides money to the Metropolitan Transportation Commission, which represents the nine-county Bay Area. Member counties then bid on the money for individual projects. In the past, ISTEA has paid for innovative towing programs, Park and Ride commuter lots and resurfacing miles of roads.

A caveat to the program, however, allows lawmakers to earmark funding for specific projects in their home districts.

With three members of Congress representing the county, Solano Transportation Authority has requested funding for different projects from each representative, said Marty Tuttle, authority executive director.

With three members of Congress representing the county, Solano Transportation Authority has requested funding for different projects.

The critical project for Fairfield, Suisun City and Vacaville residents is the "I-80 Reliever Route," a series of back roads that will bypass Interstate 80 from Leisure Town Road in Vacaville to Cordelia Road at Interstate 680.

The \$50.7 million route will offer locals an alternative to the freeway, which, by most predictions, will become more congested in the next decade.

STA directed its request for reliever route funding to Rep. Frank Riggs, R-Windsor, who sits on the House Transportation and Infrastructure Committee and the House Subcommittee on Surface Transportation. Both bodies will have a say in deciding ISTEA's fate and further county funding.

STA wants \$40.6 million for the reliever route's Phase I, which links Leisure Town

Road to Highway 12 at Walters Road.

Competition with other 1st Congressional District projects is stiff, and "we're going into this with our eyes open," Tuttle said.

Riggs has written letters to both committees' chairs, asking for support on project requests in all seven counties of his district, said Beau Phillips, spokesman.

This includes individual letters for the reliever route as well as \$157.8 million of improvements to Highway 101 in Riggs' Sonoma County backyard.

"But he has made the requests (concerning) traffic improvements and congestion in Solano and Sonoma counties his top priorities," Phillips said.

ISTEA is up for reauthorization this year, and it enjoys widespread support from both parties and President Bill Clinton, Phillips said. The Congress should decide on ISTEA's fate as well as the funding caveat by late summer or early fall, Phillips said.

STA is also seeking help from Rep. Vic Fazio, D-West Sacramento, for a rail grade separation in Dixon and from Rep. George Miller, D-Martinez, for a light rail service in Vallejo and bike path in Benicia.

New ferries will improve SF commute

By Charles Levin

DAILY REPUBLIC

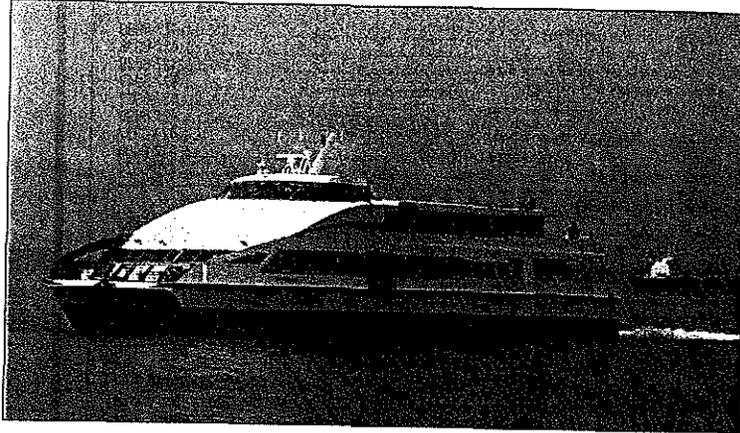
2/26/97

VALLEJO — The first of the city's two new commuter ferry boats should arrive from Washington by Saturday. And by the time it heads out to San Francisco Bay with its companion ship, the MV Intintoli promises a quicker trip, more rides and greater flexibility for San Francisco-bound commuters.

A small team of city officials just returned from Washington, where they took a 2½-hour trip on the 135-foot catamaran on Friday.

"We're very, very pleased

See **Ferry**, Back Page



THE ASSOCIATED PRESS

The MV Intintoli is one of two new ferries which will cross the Bay.

Traits From Page One

with the outcome of our efforts," said Pam Belchamber, transportation manager, who joined public works director John Duanne and Councilman Dan Donahue for the trip.

Dakota Creek Industries Inc. of Anacortes, Wash., built the \$7 million vessel, paid for with state and federal funds.

The 5,400-horsepower Intintoli cruises with a full passenger and fuel load at 32 knots. This shaves 15 minutes off the San Francisco trip currently made by the Jet Cat catamaran, Belchamber said.

The two-deck, white and blue Intintoli seats 276 with room for another 25 outside. Inside, the boat features cellular phones, personal computer hookups and electrical outlets for laptops. The seats are the same width as airline business class.

For now, it's unclear when the Intintoli will launch a local maiden voyage. It still

must undergo U.S. Coast Guard inspections and sea trials, Belchamber said. But she expects it to pass.

Originally, the city wanted both the Intintoli and the second new boat in service by Memorial Day weekend, Belchamber said. But that depends on when the second boat arrives. Belchamber expects it around the end of April.

However, the Intintoli could take over the Jet Cat's schedule around April 1, Belchamber said.

Once both new ships are operating, the Jet Cat will be used for backup only, Belchamber said.

With both ships operating, the city jumps its service from five to 10 round trips daily, Belchamber said. Morning departures from Vallejo will start at 6 a.m. and continue hourly till 9 a.m. Return voyages from the

San Francisco ferry building will start at 7 a.m., but six commuter returns will begin at 3:10 and continue until 8:30 p.m.

This means greater flexibility for commuters, originally shut out because their hours didn't work with the ferry's schedule, said Elizabeth Richards, manager of Solano Commuter Information.

For now, a round-trip ticket for Vallejo-San Francisco service costs \$15, but city staff proposes a \$10 fare, pending City Council approval.

Other plans to entice more commuters include BARTLink service to the ferry, a shuttle bus from Sacramento, and monthly discount books that include bus service from Vallejo or the upper county as part of the price tag, Belchamber said.

MONDAY
MARCH 3, 1997

DAILY REPUBLIC

No change — no problem

Caltrans to test electronic toll system on Carquinez Bridge

By Charles Levin
DAILY REPUBLIC

VALLEJO — Latanya Hawkins always has her money ready when she arrives at the Carquinez Bridge toll booths. She just wishes everyone else did.

"I have a change bin right by my window," said Hawkins, a 25-year-old Fairfield resident who drives herself to work in Oakland on

Transportation & Technology

AN OCCASIONAL SERIES

the days she doesn't take the vanpool. "It's really inconvenient (when) people don't have their money ready."

Waiting for others to comb their pockets for spare change

at Carquinez, where traffic grinds to a halt during the late-afternoon, eastbound rush hour, is annoying — especially for drivers who've already battled Interstate 80 gridlock in Berkeley, El Cerrito and Richmond.

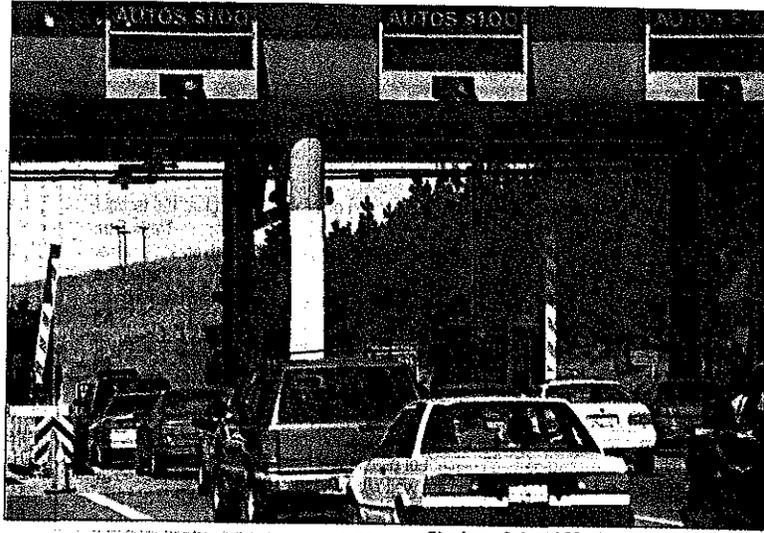
So next month the state Department of Transportation tests an electronic toll collection system, or ETC, to alleviate the problem. If it passes muster, Caltrans

hopes ETC will improve traffic flow at peak driving hours while reducing auto emissions.

ETC will allow motorists to travel through toll lanes while a computer system identifies the vehicle and debits a pre-paid account. Think of your car as a grocery item riding through an enormous bar-code scanner.

The system reads vehicle

See **Toll**, Back Page



Charlotte Schmid-Maybach/DAILY REPUBLIC

Traffic regularly grinds to a halt on the Carquinez Bridge at rush hour.

Toll From Page One

account information from a box, called a transponder or tag, about the size of a floppy disk. Motorists place the tag in the lower left-hand side of their windshield or attach it to the rear-view mirror with velcro. This allows drivers to use the same account on different vehicles.

If the computer doesn't recognize the car, the system photographs scofflaws' license plates. Violators will be notified by mail.

Caltrans will require a \$30 deposit for the tag. Motorists will pay in advance for their tolls with cash, check or credit card. Automatic deductions from checking accounts will also be available.

How fast this speeds things up at Carquinez remains unclear. Caltrans officials won't determine speed limits until testing, which begins March 6, is over. But they expect motorists with ETC accounts to drive through at 20-35 mph. Larger vehicles, such as trucks and recreational vehicles, would go slower.

MFS Network Technologies Inc. of Okla. is the contractor. It operates a similar system on a 10-mile stretch of Highway 91 in Orange County, the state's first private toll road.

Caltrans expects to spend \$30 million to put ETC on all nine state-owned bridges where it annually collects 135 million

tolls. One tag will function on all nine bridges.

To outfit Carquinez will cost \$3 million. Officials picked Carquinez for the tests because it's the state's third busiest bridge, averaging about 55,000 vehicles daily with 40 percent of motorists originating from Fairfield and beyond. Also, Caltrans just expanded it from nine to 12 lanes.

"If we have to shut down a lane, there's less of a congestion problem," said Charles Price, Caltrans' project manager.

The project is expected to save Caltrans about \$2 million, mostly by eliminating some of California's 280 toll takers. Caltrans officials insist that ETC will not eliminate jobs, which will decline by normal attrition.

Giving ETC a green light, however, depends on test results. Caltrans is looking for 30 consecutive days of near-perfect scores over a 60-day period. Last year's tests were close but no cigar.

Tests conducted during March and April 1996 posted an accuracy rating of 99.1 percent. Caltrans is looking for five errors in every 10,000 reads — 99.5 percent accuracy.

The main problem was differentiating between 17 different vehicle classifications, partially based on the number of

axles and tires. Presently, fees range from \$1 for a car to \$10.50 for a seven-axle truck. This may be simplified to six classifications by a bill recently introduced by state Sen. Quentin Kopp, I-San Francisco.

A decision will come by May, officials said. If Caltrans approves the system, it will start operating at Carquinez by October on all 12 lanes — 10 with real humans still taking tolls from non-users. Caltrans hopes to implement it on the other eight bridges by the end of 1998.

Drivers such as Hawkins love the idea.

"I would love it, just like I love that line where you pitch in your money," Hawkins said, referring to exact change lanes.

Not everybody, however, shares her sentiments.

"I would be a little leery of it," said Denise Santos, 37, who drives two days a week from Cordelia to San Francisco when she's not riding in a carpool.

She doesn't trust computers when it comes to pre-paid accounts. And if there's an error, Santos fears digging through a maze of red tape to correct it.

"I'd rather pay it myself," Santos said. "Let's face it. People make mistakes. Computers make mistakes."

The Associated Press contributed to this story.

March 12, 1997
Agenda Item 7.0



DATE: March 5, 1997
TO: STA Board
FROM: STA Staff
RE: Consent Agenda (Any consent item can be pulled for discussion)

Recommendation

That the STA Board approve the following attached consent agenda items:

- 7.1 Minutes of Meeting of February 12, 1997.**
- 7.2 Draft minutes of February 26, 1997 TAC Meeting.**
- 7.3 Resolution of Intent to Approve PERS Contract.**
- 7.4 Track 2 of the 1998 Regional Transportation Plan.**
(For Information Only)
- 7.5 AVA Fund Allotment Formula.**



SOLANO TRANSPORTATION AUTHORITY
Minutes of the Meeting of
February 12, 1997

Minutes by: Kim Kloeb

1.0 Closed Session to Evaluate Executive Directors Performance

Chairman Lessler reported that the Executive Committee would meet with the Executive Director again on February 26, with a report back to the full STA Board at the next regular STA meeting on March 12.

2.0 Call to Order - Confirm Quorum

Chairman Steve Lessler called the meeting to order at 6:08 pm. A quorum was confirmed.

MEMBERS

PRESENT:	Steve Lessler	City of Fairfield
	Jerry Hayes	City of Benicia
	Don Erickson	City of Dixon
	Helen Madere	City of Rio Vista
	Barbara Kondylis	County of Solano
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Bill Patchell	City of Vallejo

MEMBERS

ABSENT: None

ALSO

PRESENT:	Alan Nadritch	City of Benicia
	Richard Mitchell	DAVE Transportation
	Randy Davis	City of Dixon
	Edward Schroth	American Cancer Society
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Bill Gray	William R. Gray and Company

David Murray	MTC
Chris Carrier	Congressman Riggs' Office
Robert Grandy	Smith & Kempton
Martin Tuttle	STA
Kim Kloeb	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Paul Hom	City of Vacaville
Pam Belchamber	City of Vallejo
Richard Tower	WSA

3.0 Approval of Agenda

Martin Tuttle requested that an additional item concerning the federal Section 3 program for funding of bus acquisition be added as an urgent item and listed as item 9.7. The deadline for applications did not allow the item to be carried to the next meeting. The agenda was approved by a unanimous vote on a motion by Mayor Don Erickson, with a second by Chairman Steve Lessler.

4.0 Executive Director's Report

Martin Tuttle provided a brief summary of the agenda, and late breaking issues that had not been included in the agenda package. Tuttle noted that due to the number of items on the agenda, his report would be brief.

- The STA 1997-98 budget is tentatively scheduled to go to the Executive Committee for a recommendation in March. The budget would contain a modest increase in the amount of local funding.
- Negotiations on the transfer of the Capitol Corridor service from the state to the Capitol Corridor Joint Powers Board (CCJPB) were still ongoing. The issue of administrative costs has yet to be resolved. The transfer is scheduled to be completed by July 1.
- Chairman Lessler, Board member Spring, and Tuttle met with SEDCORP on the development of a public/private Transportation Action Team to advance transportation issues in Solano County.
- The issue of rail on the Carquinez Replacement Bridge is resolved. There is a consensus of the Contra Costa Transportation Authority, STA, and MTC to provide for light rail on the bridge. Funding must still be secured from the CTC. The CTC will hear the request for additional funding for the Carquinez Bridge project at their March meeting.
- The Caltrans Rail Program's recommendation on the STA 1997-98 Transit Capital Improvement request will also be on the March CTC agenda. Caltrans has recommended against the STA's request for Suisun /Fairfield train station improvements on the basis that it is not an intercity request. The CCJPB will recommend to the CTC that it is.

- The annual public disclosure forms were provided in the STA Board folders. They are due by April 1.

5.0 Comments/Updates from Staff, Caltrans, MTC

Matt Todd said that a draft of the monthly PCC agenda will be included in the STA Board members' folders.

6.0 Opportunity for Public Comment

Introductions were made around the room. Chairman Lessler welcomed Chris Carrier from Representative Riggs' office, and David Murray from MTC.

7.0 Consent Agenda

The Consent Agenda included the following items:

- 7.1 Minutes of Meeting of January 8, 1997.**
- 7.2 Draft minutes of January 29, 1997 TAC Meeting.**
- 7.3 Request from Vacaville for TIP amendment.**
- 7.4 Request from Fairfield for STIP (TCI) amendment.**
- 7.5 Agreement with Caltrans for I-80 Reliever Route funding.**
- 7.6 Solano Paratransit quarterly report.**

The Consent Agenda was approved unanimously on a motion by Supervisor Barbara Kondylis, with a second by Mayor Spering.

8.1 1997-98 Yolo-Solano Air Quality Management District Clean Air Projects.

After a short presentation by Matt Todd and Dan Christians, they recommended that the STA Board approve the submittal of applications to Yolo-Solano Air Quality Management District for funding of the Citylink Route 30 bus service, and partial funding for a Dixon to Davis bicycle route from the 1997-98 Clean Air Projects program. The STA Board unanimously approved the staff recommendation on a motion by Mayor Jerry Hayes with a second by Supervisor Barbara Kondylis.

8.2 Solano Paratransit out-of-county service to Davis.

Following his brief presentation, Matt Todd recommended that the STA Board approve a trial service for Solano Paratransit to provide weekly transportation from Dixon to Davis. The STA Board unanimously approved the staff recommendation on a motion by Councilman Bill Patchell with a second by Councilmember Rischa Slade.

8.3 SEDCORP Transportation Forum.

Martin Tuttle stated he had been approached by SEDCORP about helping to sponsor a forum on transportation issues in Solano County. A forum has been arranged, and Tuttle recommended that the STA provide \$1,000 from the STA training budget to provide partial funding of the event.

The recommendation was unanimously approved on a motion by Mayor Don Erickson, with a second by Councilmember Helen Madere. Chairman Lessler noted that he believed this was an excellent use of STA funds.

9.1 Paratransit Coordinating Committee appointments.

Matt Todd recommended that Ted Harding and Edward Schroth be appointed to the PCC. Edward Schroth was present and spoke about his background and interest in an appointment. The recommendation was unanimously approved on a motion by Supervisor Barbara Kondylis, with a second by Mayor Jerry Hayes.

9.2 Long Range Rail Alignment Report.

Martin Tuttle introduced Richard Tower of Wilbur Smith Associates who wrote the report. Mr. Tower provided a brief presentation, which was followed by questions from STA Board members. After discussion, the STA accepted the study unanimously on a motion by Mayor Jerry Hayes, with a second by Mayor Jim Spring.

9.3 I-80/680 Interchange Improvement Action Plan.

Kim Kloeb introduced Robert Grandy of Smith & Kempton who wrote the Action Plan. Mr. Grandy provided a brief presentation, followed by questions from STA Board members. After discussion, the STA accepted the study and unanimously approved the recommendation to pursue RM1 funding on a motion by Councilman Bill Patchell, with a second by Mayor Jerry Hayes.

9.4 SB 47 (Kopp) Seismic toll bridge retrofit and administration of Regional Measure 1 funding.

Martin Tuttle noted that the staff recommendation was consistent with the consensus of Bay Area elected officials that toll bridge revenue should not be diverted to seismic retrofit, or any use other than those approved as part of Regional Measure 1. The recommendation was unanimously approved on a motion by Councilman Bill Patchell, with a second by Mayor Jerry Hayes.

9.5 Solicitation for ISTEA reauthorization demonstration projects.

Martin Tuttle noted that the TAC had approved a strategy of pursuing only one project from each congressional district in Solano County. The staff from the cities of Vallejo and Benicia had not reached a consensus on a single project, and each proposed to submit a project. The City of Benicia will request that Congressman Miller support funding for a bicycle bridge across I-780 between

Columbus Parkway/Rose Drive and State Park Road, and the City of Vallejo will pursue funding for a light rail service that would connect the cities of Napa and Vallejo, also from Congressman Miller.

It was agreed that the STA would request funding for Phase 1 of the I-80 Reliever Route from Congressman Riggs, and that the City of Dixon would request funding of the downtown railroad grade separation from Congressman Fazio.

After discussion, a resolution outlining the above consensus was unanimously approved on a motion by Mayor Jim Spring, with a second by Mayor Don Erickson.

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

Dan Christians briefly discussed the proposed criteria and schedule. The recommended criteria was unanimously approved on a motion by Councilmember Helen Madere, with a second by Mayor Jerry Hayes.

9.7 Federal Section 3 funding for bus acquisition

This item had been added to the agenda as an emergency item. Martin Tuttle explained that while the current administration may eliminate this federal program, MTC wishes to develop a program of projects for use of the funds. He proposed that the STA Board authorize him to request \$1.8 million of FY 1998 Section 3 bus funds from ISTEA for 6 intercity fixed route (or combination of fixed route and ADA paratransit) buses consistent with the pending Solano Intercity Transit Plan.

Mr. Tuttle's recommendation was approved unanimously on a motion by Mayor Jerry Hayes, with a second by Councilmember Rischa Slade.

10.1 Traffic Engineering and Technical Assistance Program (TETAP).

Dan Christians briefly outlined this MTC program that can provide funding for small traffic engineering projects for the information of the STA Board.

Adjourn

Chairman Lessler adjourned the meeting at 8:05 pm.



DRAFT

TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
February 26, 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.

PRESENT:	Alan Nadritch	City of Benicia
	Daniel Schiada	City of Benicia
	Saaid Fakharzadeh	Caltrans, District 4
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Michelle Morris Brubaker	MTC
	Ed Stewart	MTC
	Paul Wiese	Solano County
	Ron Glas	Solano County Environmental Management
	Elizabeth Richards	SCI
	Dan Christians	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Martin Tuttle	STA
	Erwin Blancaflor	City of Suisun City
	Ed Huestis	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Pam Belchamber	City of Vallejo
	Gary Leach	City of Vallejo

AGENDA ITEM 2. APPROVAL OF AGENDA

Items 7,8,13,14 were moved up to follow item 5 so that Dan Christians could leave to attend another meeting. Item 6 was tabled to the March TAC. On motion by Paul Wiese, second by Pam Belchamber, the amended agenda was approved.

AGENDA ITEM 3. MINUTES OF MEETING OF JANUARY 29, 1997

Saaïd Fakharzadeh corrected Agenda Item 5 Comments from Staff, Caltrans, and MTC. He noted the projects listed are proposed potential projects at this time and that it is a more correct statement to say the list was compiled with little input from Solano jurisdictions rather than without input from Solano jurisdictions. On motion by Dan Schiada and second by Gian Aggarwal, the minutes were approved as amended.

AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT

There was no public comment

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

Matt Todd reported that MTC is calling for projects for the third cycle of the Regional Traffic Signalization and Operations Program (RTSOP III). Applications are due at MTC on April 30. Dan Christians reported that the TDA funds for FY 97-8 are projected to rise an average of 4% over last year's amounts.

Martin Tuttle explained the budget process proposed for the 97-8 budget. The proposed process has the budget going to the Executive Committee tonight and to the Board in March for approval. Some members suggested the budget go to the TAC before Board approval, as has been done in the past. Tuttle said he would ask the Executive Committee about sending the budget to the March TAC. Tuttle asked if waiting until April for the budget to be approved would conflict with any of the jurisdictions budget processes or TDA claims. No one expressed any concern over this issue.

AGENDA ITEM 7. PRELIMINARY DRAFT 1997 SOLANO CONGESTION MANAGEMENT PROGRAM

Dan Christians explained the impacts of the new law on the CMP process. We will still monitor intersections, will take out any portions dealing with mandatory TRO ordinances, and also propose to adopt the MTC model instead of the CMP model used in the past. A discussion on the CMP model and the MTC model followed. Martin Tuttle suggested we research the model issue further and bring it back to the March meeting. Michelle Morris Brubaker commented on the universe of projects list, and Solano's model. Dan said he would bring a schedule of events next month, and requested jurisdictions to start their L.O.S. reports and update the universe of projects list.

AGENDA ITEM 8. 5 YEAR BIKE/PEDESTRIAN PLAN FOR 1997-2002 AND 1997-98 TDA ARTICLE 3

This item requests support of the new Five-Year Plan proposed by the BAC. Dan Christians also asked for the approval of 4 bike projects proposed for FY 1997-98 for the plan. Two are sponsored by Solano County, one by the city of Vallejo, and one by the city of Benicia. On motion by Paul Wiese and second by Dan Shiada, the TAC approved the updated Five-Year Plan for 1997-2002 and the four proposed TDA article 3 projects for 1997-98 as described in the staff report.

AGENDA ITEM 13. 1997-98 TFCA CLEAN AIR PROGRAM (BAAQMD) APPLICATIONS

Dan Christians explained that the projected TFCA fund was \$346,000 and that the STA has received \$513,000 in requests for funding. The project requests include:

Benicia Feeder Bus	\$150,000
Vallejo Feeder Bus to Ferry	\$209,536
Fairfield/Suisun Route 5	\$75,000
Solano Commuter Information	\$74,000
Citylink Route 30	\$5,000.

The transit steering committee, made up of three STA Board members, will review the applications and recommend funding levels to the full Board.

AGENDA ITEM 14. TIP MONITORING REPORTS/STP-GUARANTEED CYCLE 2 OBLIGATION DEADLINES

Dan Christians requested jurisdictions to get the TIP monitoring reports to the STA by the next TAC meeting on March 26. They are due to MTC by March 28. Kim Kloeb reminded everyone that cycle 2 projects, both guarantee and discretionary, need to be obligated by September 30 of this year. If funds cannot be obligated, we need time to do a TIP amendment to give the funds to a jurisdiction who can obligate the funds. The TIP amendment process requires about four months to complete.

AGENDA ITEM 9. AVA FUND ALLOTMENT FORMULA

Matt Todd explained what the Abandoned Vehicle Abatement program and its functions. The STA is proposing to revise the distribution formula with the goal of using the funds in the most efficient manner. On motion by Gary Leach and second by Ed Huestis, the TAC approved the new fund distribution formula for the Solano AVA program.

AGENDA ITEM 10. TRACK 2 OF THE 1998 REGIONAL TRANSPORTATION PLAN

Martin Tuttle said that this exercise will produce a great advocacy piece for future gas or sales tax efforts. The portion of Highway 12 from Napa County to I-80 will be included in the North Bay Corridor Study and therefore examined as part of a corridor study. Highways 113 and 84 are not currently addressed in any corridor studies. The schedule has a product going to the Work Program Committee in July. We also plan to bring this list to a transportation committee of SEDCORP to receive input in late March. Michelle Morris Brubaker added that projects such as repaving and signal projects will be in lump sum line items, and that the corridor studies being looked at include the I-80 Corridor Study, HR45 Highway 12 Study, and North Bay Corridor Study.

**AGENDA ITEM 11. YSAQMD APPLICATIONS FOR FUNDING CITYLINK (ROUTE 30),
PORTION OF DIXON-DAVIS BIKE ROUTE AND REQUESTS
FROM OTHER JURISDICTIONS**

Matt Todd said that the STA was applying for \$75,000 for Citylink Route 30 and \$75,000 for the Dixon-Davis Bike Route. We also requested the summary page from other jurisdictions applications so that we can have the STA Board support the Solano jurisdiction's projects as well as the STA sponsored projects.

AGENDA ITEM 12. STIP '98 - CALL FOR PROJECTS

Martin Tuttle proposed that project nominations should be submitted to the STA by the May 30 TAC. STA will submit the strategies and list of projects to MTC by June 27.

Tuttle said he will be attending the CTC in Sacramento on February 28 to learn more about this year's STIP. The STA has suggested four potential projects, but would like a complete list of suggestions from all jurisdictions and to let the STA Board make the final recommendation.

There was a discussion on the fund estimate and the packet of information Michelle Morris Brubaker handed out. Kim Kloeb added that the Fund Program Working Group is making the application based on the STP application. The revised application will not include a rehabilitation category, as rehabilitation projects are not eligible for STIP funding. He also requested that a brief project description along with a cost estimate for any projects by the next TAC meeting. Martin Tuttle said that we will reagendaize this for next month as a call for projects, and will provide an update with any information from the February 28 workshop at that time as well.

ADJOURNMENT

Meeting was adjourned at 2:43 p.m.

March 12, 1997
Agenda Item 7.3



DATE: March 5, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Resolution of Intention to Approve PERS Contract

The Public Employees Retirement System (PERS) has completed their actuarial analysis and estimated costs for the STA and has prepared various documents necessary for us to become a member of PERS. This includes adopting a Resolution of Intention to enter into a contract and an election by the STA employees.

The proposed agreement will be reviewed by the STA Counsel and then will be scheduled for adoption by the board at the April 9 meeting.

Recommendation

Adopt the attached Resolution of Intention to approve a contract with PERS.

RESOLUTION 97-

RESOLUTION OF INTENTION TO APPROVE A CONTRACT BETWEEN THE BOARD OF ADMINISTRATION OF PUBLIC EMPLOYEES' RETIREMENT SYSTEM AND THE BOARD OF DIRECTORS OF THE SOLANO TRANSPORTATION AUTHORITY

WHEREAS, the Public Employees' Retirement Law permits the participation of public agencies in the Public Employees' Retirement System, making their employees members of said System, and sets forth the procedure by which participation may be accomplished; and

WHEREAS, one of the steps required in the procedure is the adoption by the governing body of the public agency of a resolution giving notice of intention to approve a contract for such participation of said agency in the Public Employees' Retirement System, which resolution shall contain a summary of the major provisions of the proposed retirement plan; and

WHEREAS, attached is a summary of the major provisions of the proposed plan;

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the above agency gives, and it does hereby give notice of intention to approve a contract between said governing body and the Board of Administration of the Public Employees' Retirement System, providing for participation of said agency in said retirement system, a copy of said contract and a copy of the summary of the major provisions of the proposed plan being attached hereto, as an "Exhibit", and by this reference made a part hereof.

Steve Lessler, Chairman
Solano Transportation Authority

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

Martin Tuttle, Executive Director
Solano Transportation Authority

EXHIBIT

**CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
OF THE
PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF DIRECTORS
OF THE
SOLANO TRANSPORTATION AUTHORITY**

In consideration of the covenants and agreement hereafter contained and on the part of both parties to be kept and performed, the governing body of above public agency, hereafter referred to as "Public Agency", and the Board of Administration, Public Employees' Retirement System, hereafter referred to as "Board", hereby agree as follows:

1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for local miscellaneous members.
2. Public Agency shall participate in the Public Employees' Retirement System from and after _____ making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.
3. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Employees other than local safety members (herein referred to as local miscellaneous members).

4. Any exclusion(s) shall remain in effect until such time as the Public Employees' Retirement System determines that continuing said exclusion(s) would risk a finding of non-compliance with any federal tax laws or regulations. If such a determination is contemplated, the Public Employees' Retirement System will meet with the Public Agency to discuss the matter and coordinate any required changes or amendments to the contract.

In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

a. MEMBERS OF THE GOVERNING BODY.

5. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member shall be determined in accordance with Section 21354 of said Retirement Law (2% at age 55 Full).
6. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
7. Public Agency shall also contribute to said Retirement System as follows:
 - a. Public Agency shall contribute \$1.50 per member, per month on account of the liability for the 1959 Survivor Benefits provided under Section 21573 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members.
 - b. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - c. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
8. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

- 9. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF DIRECTORS
OF THE
SOLANO TRANSPORTATION
AUTHORITY

BY _____
KENNETH W. MARZION, CHIEF
ACTUARIAL & EMPLOYER SERVICES DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest: _____

Clerk

March 12, 1997
Agenda Item 7.4

(For Information Only)



DATE: March 5, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Track 2 of the 1998 MTC Regional Transportation Plan/Update

MTC is emphasizing a planning approach to the development of Track 2. Recent planning studies, including the I-80 Corridor Study and the ongoing North Bay Corridor Study, will be the basis of many of the recommendations for projects contained in Track 2. MTC is also planning an extensive public outreach program for Track 2. Work on Track 2 must be completed by the summer of 1998 to be included in the 1998 Regional Transportation Plan update.

The STA will develop a list of strategies and projects for Solano County for inclusion in MTC's Track 2. Track 2 will be developed in conjunction with the upcoming 1998 Regional Transportation Plan (RTP) update. ISTEA required that the RTP be financially constrained to existing revenues projected over the twenty year planning time frame of the RTP. This approach to planning does not support the development of new revenue sources. Track 2 will be an advocacy document that shows the transportation improvements that could be provided by additional transportation revenues.

Two potential new revenue sources will be analyzed for Track 2 in Solano County, a regional gas tax, and a local option sales tax. MTC estimates Solano County's share of regional gas tax revenue to produce \$398 million over the 20-year period, based on a 95 percent return to source. MTC's conservative estimate of the revenues generated by a Solano local option sales tax over a 20 year period is \$548 million. A \$1 toll increase on the Benicia and Carquinez Bridges and/or bonding of existing RM1 revenue stream will not be considered for this purpose. Some or all of the revenue from this source could be absorbed for seismic retrofit.

In developing Track 2, our goal is for Track 2 to be consistent with, and support, the proposed program of projects for a local option sales tax in Solano County. While a local option sales tax in Solano County may not initially cover a twenty year period, Track 2 must include projected revenues for a twenty year period. For purposes of Track 2, an extension of the original local option sales tax to a period of eighteen years is assumed.

Track 2 must address the cost of deferring maintenance on local streets and roads (non-Metropolitan Transportation System). The MTC 1996 RTP estimated that the cost of maintenance of local streets and roads in Solano County over the twenty year period at \$432.1 million. Only 25.8 million is shown in Track 1, the rest is unfunded. The cost to rehabilitate a badly deteriorated road far exceeds the cost to maintain the road.

In January, the STA staff requested potential Track 2 candidate projects from the TAC. A complete list is attached. At the request of the TAC, a comprehensive listing of the proposals is under development by STA and MTC staff. While the data has been compiled, STA and MTC staff are attempting to eliminate redundant proposals and categorize some areas such as local interchanges and road maintenance requests. STA staff and MTC staff will develop strategies based on the list of projects.

Recommendation

Review process. If any suggestions, this item can be pulled for discussion. The TAC will review the strategies and projects at their April meeting, with recommendations to the STA Board in May.

Attachments

SCHEDULE FOR DEVELOPMENT OF TRACK 2 OF THE RTP UPDATE

MTC I-80 Corridor Study and North Bay Corridor Study	96 to present
STA staff calls for nominations	January
STA and MTC staff compile draft list of nominations	March
STA TAC reviews draft strategies and list of projects	April 23
STA Board reviews draft strategies and list of projects	May 14
STA seeks input from SEDCORP Transportation Team on draft Track 2	Spring 97
STA Board reviews SEDCORP input	May
STA staff works with MTC staff to develop Track 2	May
Draft Track 2 goes to MTC Work Program Committee	June
MTC seeks further input from Solano County on Track 2	Fall 97
MTC RTP financial model (revenue projections)	Fall 97
Track 2 cost estimates are refined by STA	Fall 97
MTC EIR for RTP, including Track 2	Early 98
MTC, STA and SEDCORP seek public support	Spring 98
Local transportation revenue initiative on Ballot	June 98
Draft RTP to MTC	June 98
MTC adopts Track 2 as part of 1998 RTP update	September 98
Possible second attempt at ballot	November 98



RECEIVED
JAN 06 1997
BY:

Kim
MT

Public Works Department

January 3, 1997

Kim Klobe
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun, CA 94585

SUBJECT: NOMINATIONS FOR TRACK 2 PROJECTS

Dear Kim:

Attached for consideration by the Solano Transportation Authority are the City of Benicia's Nomination for Track 2 Projects. As outlined in the December 2, 1996 memo from Martin Tuttle, these are projects of county wide and regional wide significance. The attached list also contains the City's transit projects as submitted by Alan Nadritch our Finance Director.

Should you have any questions, please do not hesitate to give me a call at (707) 746-4240.

Sincerely,

Daniel F. Schiada
Assistant Director of Public Works

DFS:mc

cc: Virgil Mustain, Director of Public Works
Alan Nadritch, Finance Director

F:\PW\Dan\Klobe.D96

**CITY OF BENICIA'S
NOMINATIONS FOR TRACK 2 PROJECTS**

<u>Streets & Highways</u>		<u>Total Cost</u>
Repair/Resurface	Lake Herman Road	\$ 400,000
Resurface	Park Road (E 2nd-Industrial)	280,000
Widening	Park Road (Industrial-Bayshore)	600,000
Interchange Modif.	Lake Herman Road/I-680	7,500,000
Signal Install	E 2nd at I-780 WB Ramps	140,000
Signal Install	W K/Military/780	150,000
Signal Install/Int.	Industrial/I-680 to Park	400,000
Signal Install/Int.	Bayshore/I-680 to Park	415,000
Signal Install/Int.	E 5th/I-780 to Military	400,000

Rail

Interim Benicia Train Station (near Lake Herman Road)	\$1.5 Million
Benicia Train Station (near I-680/I-780 Interchange)	\$32 Million

Bike/Ped

Ped/Bike Bridge	State Park Road	\$500,000
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Transit

1. \$1,555,125 -- for 5 (five) new buses for the Benicia Transit fleet. I realize we have some funding in the form of STA (guaranteed and discretionary) for replacement and rehabilitation, and Section 9 \$ in 1998/99; however, if we could secure these moneys, we could (a) have an entirely new fleet, and (b) free up those other moneys for other uses by Benicia or other cities in the County...Cost is calculated at \$290,000 per bus plus tax...

2. \$2,000,000 -- Funding for demonstration effort of ferry service for Benicia. Funds would cover cost of lease of boat, operations, marketing, maintenance, capital improvements for dock space, other attendant costs. Specific details would be developed as needed...Service should last at least 12 months...

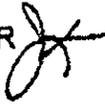
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FAX

January 16, 1997

TO: MARTIN TUTTLE
Solano Transportation Authority

FROM: JANET KOSTER 
City of Dixon

RE: NOMINATIONS FOR TRACK 2 PROJECTS

Per your request, below are the projects the City of Dixon is nominating for inclusion on the list of Track 2 projects in the 1998 RTP Update.

I-80/SR 113 Interchange Improvements			
Interim improvements	FY 00-01	\$2,301,250	
Ultimate improvements	FY 17-18	<u>\$6,903,750</u>	
Total Cost			\$9,205,000
I-80/Pedrick Road Interchange Improvements			
Interim improvements	FY 99-00	\$3,568,000	
Ultimate improvements	FY 17-18	<u>\$6,352,000</u>	
Total Cost			\$9,920,000
I-80/West A Street Interchange Improvements			
Interim improvements	FY 01-02	\$4,560,000	
Ultimate improvements	FY 17-18	<u>\$5,360,000</u>	
Total Cost			\$9,920,000
I-80/Pitt School Road Interchange Improvements			
Interim improvements	FY 04-05	\$1,145,000	
Ultimate Improvements	FY 17-18	<u>\$3,435,000</u>	
Total Cost			\$4,580,000
SR 113 Relocation	FY 11-12		\$5,100,000
UPRR Train/Multi-modal Station	FY 99-00		\$2,064,000
SR 113/UPRR Grade Separation	FY 99-00		<u>\$4,800,000</u>
TOTAL ALL PROJECTS			\$45,590,000

Please call me at 916-678-7031, ext. 304, if you need any additional information.

JKK

memoaltrack2

MEMORANDUM

January 9, 1997

TO: Kim Kloeb, Principal Planner

FROM: Morrie Barr, Assistant Director of Public Works

SUBJECT: Track 2 Projects

Following are the list of projects to be included in the track 2:

- Reconstruction of I-80 and N. Texas Street Interchange; (approximately \$14.5 M)
- Reconstruction of I-80 and Green Valley Interchange; (approximately \$16.8M)
- Reconstruction of I-80 and Suisun Valley Road Interchange; (approximately \$7.0 M)
- Reconstruction of Pennsylvania Avenue from Texas Street to Tabor Avenue; (approximately \$3.4 M)
- Park -and - Ride Lot in Cordelia (I-80 at Gold Hill); (approximately \$2.0 M)
- 20 Over - the - Road Coaches (@ \$370,000 each) for Intercity and Commuter Bus Services; (approximately \$7.4 M)
- Maintenance Facility for Fairfield/Suisun and Vacaville City Coach transit systems located between Fairfiled and Vacaville; (approximately \$6.0 M)
- Vacaville Transportation Center (main local bus transfer facility and park - and - ride lot ; Allison Drive and Ulatis Drive); (approximately \$5.0 M)
- Fairfield/Vacaville Train Station; (approximately \$5.0 M)
- Union Pacific Railroad right - of - way between Cordelia junction and Vallejo via Napa (Jamieson Canyon); (approximately \$12.0 M)

**SOLANO COUNTY
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230
Suisun City, California 94585

Telephone (707) 421-6060
Fax (707) 429-2894



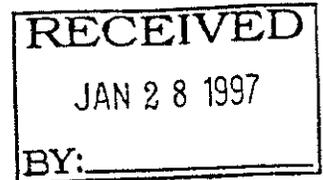
John Gray, Director

Lonnie Baldwin
Administration
(707) 421-6064

Paul Wiese
Engineering
(707) 421-6072

Eben Stevens, Operations
(707) 421-6055

January 27, 1997



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

Dear Marty:

SUBJECT: Nominations for Track 2 Projects

Solano County nominates the following projects for inclusion in Track 2. All of the projects consist of reconstructing and widening the existing roads to 32 foot of paved width.

1. Cherry Glen Road from Interstate 80 to Pleasants Valley Road
Pleasants Valley Road from Cherry Glen Road to Vaca Valley Road
Foothill Drive from Pleasants Valley Road to Vacaville City Limit
Vaca Valley Road from Pleasants Valley Road to Vacaville City Limit
2. Abernathy Road from Interstate 80 to Mankas Corner Road
Mankas Corner Road from Abernathy Road to Fairfield City Limit
3. Suisun Valley Road from Fairfield City Limit to Napa County Line
4. Lake Herman Road from Benicia City Limit to Vallejo City Limit
5. All sections of the I-80 Reliever Route which have not been addressed by other sources of funding

Please call me at (707) 421-6072 if you have any questions.

Sincerely,

John A. Gray
Director

January 21, 1997

Kim Kloeb
Principal Planner
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

DRAFT

Subject: Track 2 Projects

Dear Kim:

The City of Vacaville requests that the following two projects, with cost estimates, be considered for MTC's Track 2 Document, designed to be a planning document for inclusion in the 1998 Regional Transportation Plan:

- Leisure Town Road Interchange (\$17 million)
- I-505/I-80 Weave Correction (\$4.5 million)

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: Dale Pfeiffer, Director of Public Works
Paul Hom, Deputy Director of Public Works
Gian Aggarwal, Traffic Engineer

January 27, 1997

TO: Kim Kloeb, Principal Planner, STA

FR: Pamela Belchamber, Transportation Manager
Gary Leach, City Engineer

RE: City of Vallejo's Proposed "Track 2" Capital Projects

Per your request, below are Vallejo's list of transportation projects to be included in Track 2 of the 1998 RTP. This list assumes that Vallejo's number one priority road project, the Highway 37/29 interchange (\$37 million) will remain in the RTP as a Track 1 project. We have also assumed that ongoing transit replacement projects, such as bus replacements, will be funded from already available sources.

Road & Street Projects

1. Columbus Parkway widening from I-80 to Blue Rock Springs Park, including a park & ride lot near I-80 (\$15,000,000)
2. Columbus Parkway widening from Ascot Parkway to I-780 (\$8,000,000)
3. Highway 37/ Mare Island Interchange Improvements (\$5,000,000)
4. Extension of Georgia Street from Santa Clara Street to Mare Island Way (\$1,500,000)
5. Southern Crossing from South Vallejo area to Mare Island and associated approach improvements (\$200,000,000)
6. Admiral Callaghan Way widening between Rotary Way and Turner Parkway (\$1,500,000)
7. Redwood Street and I-80 Interchange Ramp Improvements (\$1,000,000)
8. I-80 On/Off Ramps north of Redwood Street overpass and associated widening of Fairgrounds Drive (\$4,500,000)
9. Widen and improve American Canyon Road I-80 overpass (\$8,000,000)
10. Realign Southbound I-80 to Columbus Parkway eastbound ramp (\$750,000)

Transit Projects (Unfunded Projects Listed in SRTP)

11. Expansion Buses for I-80 & related express service improvements) (\$7,600,000)
12. Bus Maintenance Facility Upgrade (\$750,000)

13. One Expansion Ferryboat for Vallejo to San Francisco service (\$8,000,000)
14. Transit Centers Expansion (\$8,000,000)
15. Mare Island Historic Park Ferry System and Terminals (\$8,000,000)
16. Ferry Terminal Parking Structure (\$15,000,000)
17. Extend Rail to Ferry Terminal and Related Intra-Solano Improvements (\$15,250,000)

March 12, 1997
Agenda Item 7.5



DATE: March 5, 1997
TO: STA Board
FROM: Matt Todd
RE: Abandoned Vehicle Abatement (AVA) Fund Allotment Formula

The AVA program is funded by a vehicle registration surcharge on Solano County residents. The funds are given to the STA, the agency designated as the Abandoned Vehicle Abatement Authority per the JPA, and distributed to the participating jurisdictions to help alleviate the costs of abating abandoned vehicles. These costs are incurred by such agencies as the police departments, fire departments, or environmental management, depending on the jurisdiction.

The CHP recently sent out the revised Abandoned Vehicle Abatement Program Handbook that reflects new legislation passed in 1995. This contains a more detailed definition of what is considered an abandoned vehicle for this program compared to the initial guidance we have been operating under. The new definitions in the handbook could affect the distribution patterns of these funds as the allotment formula is based on the amount of abandoned vehicles abated by a jurisdiction and would not consider other administrative costs programs incur.

Staff proposes a revised allotment method with two parts to the fund distribution formula. The new method would account for some administrative type costs of programs that the current method does not address. A percentage of the funding would be taken off the top as an administration charge and distributed to the jurisdictions based on a population percentage (similar to the formula used before January 1996). The remaining funds would be distributed with the formula that is based on the percentage of the reported abandoned vehicles abated, according to the definitions of an abandoned vehicle abatement in the new CHP handbook.

A committee of AVA representatives and the TAC has recommended for the approval of the revised fund allocation method. The percentage taken for the administrative costs is proposed to be 40% of the fund through the end of fiscal year 96-97 and evaluated with the years data to determine if the 60/40 split is appropriate.

This new method will give the STA an increased role in assuring that AVA funds are utilized in an efficient manner in Solano.

Recommendation

Approve the revised fund allocation method specifying the percentage of funds to be distributed for administration costs at 40%.

AVA FUND ALLOTMENT FORMULA BACKGROUND

New legislation was passed in late 1995 that extended the sunset on the collection of AVA vehicle registration surcharge fees in Solano through May 2002, but also mandated a new formula to allocate the funds.

Solano had previously used a combination of fixed amounts (for the county and the STA administration charge) and distributed the remaining funds based on population percentages. The CHP initially sent out a letter with guidance on the interpretation of the new legislation, and the new fund allotment formula was formally adopted in Solano at the June 1996 meeting. The new formula is based on the percentages from the amount of activity, the actual amount of abandoned vehicles that are abated, over the year. The guidance from the CHP helped determine the definition of an abandoned vehicle by what vehicle code is used to tag the vehicle. This is an important factor as it determines the amount of abandoned vehicles a jurisdiction reports abated, and this number determines how the funds are allotted.

The CHP recently sent out the revised Abandoned Vehicle Abatement Program Handbook that reflects the new legislation passed. This contains a more detailed definition of what is considered an abandoned vehicle abatement for this program compared to the initial guidance we have been operating under. The new definitions in the handbook could affect the distribution patterns of these funds as the allotment formula is based on the amount of abandoned vehicles abated by a jurisdiction and would not consider other administrative costs programs incur.

After discussing the new legislation and CHP handbook with a neighboring AVA program, staff proposes a revised allotment method they are currently using.

The revised system has two parts to the fund distribution formula. The new method would account for some administrative type costs of programs that the current method does not address. A percentage of the funding is taken off the top as an administration charge and distributed to the jurisdictions based on a population percentage (similar to the formula used before January 1996). This administration charge is intended to cover costs related to vehicles that are acted on but do not fall under the definition of abated abandoned vehicle for the reporting requirements under the CHP guidance. These would include any vehicles initially investigated that were only tagged with a 72 hour type notice. The remaining funds would be distributed with the formula that is based on the percentage of the reported abandoned vehicles abated, according to the definitions of an abandoned vehicle abatement in the new CHP handbook. All the funds were distributed with this method for the periods of January 1996 to September 1996. We are proposing the new method for the period beginning October 1996 we are now compiling the statistics for.

An example of the method used from May 1992 to December 1995, January 1996 to September 1996, and the new proposed method that would be used with the quarter beginning October 1996 are attached. Staff proposes the first quarter funding for 96-97 that has already been distributed would not be changed.

PROPOSED DISTRIBUTION.

Yearly Program Revenues ⇒ \$300,000

	Population	Admin. Distribution	Vehicles Abated	Abatement Distribution
Admin Org. (STA)		\$ 5,000		
City A	25,000 (25%)	\$ 28,750	100 (63%)	\$113,400
City B	25,000 (25%)	\$ 28,750	10 (6%)	\$ 10,800
City C	<u>50,000 (50%)</u>	<u>\$ 57,500</u>	<u>50 (31%)</u>	<u>\$ 55,800</u>
TOTALS	100,000	\$120,000	160	\$180,000

Admin Distribution	\$120,000 (40%)
Abatement Distribution	<u>\$180,000 (60%)</u>
TOTAL	\$300,000

CURRENT DISTRIBUTION, January 1996 to September 1996

Yearly Program Revenues ⇒ \$300,000

	Population	Admin. Distribution	Vehicles Abated	Abatement Distribution
Admin Org. (STA)		\$ 5,000		
City A	25,000 (25%)		100 (63%)	\$185,850
City B	25,000 (25%)		10 (6%)	\$ 17,700
City C	<u>50,000 (50%)</u>	_____	<u>50 (31%)</u>	<u>\$ 91,450</u>
TOTALS	100,000	\$ 5,000	160	\$180,000

Admin Distribution	\$ 5,000 (1.6%)
Abatement Distribution	<u>\$295,000 (98.4%)</u>
TOTAL	\$300,000

DISTRIBUTION FROM 1992 TO 1995

Yearly Program Revenues ⇒ \$300,000

	Population	Admin. Distribution	Vehicles Abated	Abatement Distribution
Admin Org. (STA)		\$ 5,000		
City A	25,000 (25%)	\$ 73,750	100 (63%)	
City B	25,000 (25%)	\$ 73,750	10 (6%)	
City C	<u>50,000 (50%)</u>	<u>\$147,500</u>	<u>50 (31%)</u>	_____
TOTALS	100,000	\$300,000	160	

Admin Distribution	\$300,000 (100%)
Abatement Distribution	_____
TOTAL	\$300,000

March 12, 1997
Agenda Item 8.1



DATE: March 5, 1997
TO: STA Board
FROM: Dan Christians
RE: 5-Year Bike/Pedestrian Plan for 1997-2002 and 1997-98 TDA Article 3 Claims

Each year the STA updates its 5-Year Bicycle/Pedestrian Plan and approves member claims for TDA Article 3 bicycle/pedestrian projects. At its February 6 meeting the Bicycle Advisory Committee approved the attached updated 5-Year Bicycle/Pedestrian for 1997-2002 and TDA Article 3 claims for 1997-98. The TAC also supported the plan update and claims at their February 26 meeting.

The major changes from last year's 5-Year plan include moving back the LedgeWood Creek project shown for \$140,000 for the city of Fairfield to 1998-99 and moving up the \$107,000 for engineering and acquisition for the I-80 Solano Bikeway for city of Vallejo to 1997-98; and including \$15,000 for preliminary engineering for the Benicia I-780 bike bridge at Columbus Parkway/Rose Dr.-State Park. Also, for the fifth year of the new plan (2001-2002) a request from the city of Vallejo for \$10,000 for a bike route to connect the new proposed bike route planned for the Carquinez Bridge to the Vallejo bike system (Sonoma Boulevard -Highway 29) and the Ferry Terminal.

Therefore, attached are TDA Article 3 claims totaling \$199,660 for the following 1997-98 projects:

Solano County- Class II Bike Lane at Pleasants Valley Road at Foothill Drive	\$67,406
Solano County-Class II bike lanes on Suisun Valley Road at Suisun Creek	\$10,254
City of Vallejo-Engineering, design, plans specifications and cost estimate for the Class I and Class II, Solano Bikeway from Vallejo to Fairfield	\$107,000
City of Benicia-Bay Trail Connector Bikeway- Preliminary engineering for a Class 1 bike bridge over I-780	<u>\$15,000</u>

TOTAL CLAIMED **\$199,660**

Also attached for information is a status list of prior TDA Article 3 projects approved from 1990-97.

Recommendation

It is recommended that you review and approve the attached Resolution approving the new 5-Year Plan Bicycle/Pedestrian for 1997-2002 and TDA Article 3 claims for 1997-98.

Attachments- 1.) Resolution 2.) 1997-2002 5-Year Bike-Ped Plan
3.) 1997-98 TDA Article 3 Claims 4.) 1990-97 TDA Article 3 Status Summary

RESOLUTION NO 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE PEDESTRIAN/BICYCLE PLAN FOR 1997-2002
AND APPROVING THE FILING OF TDA ARTICLE 3 CLAIMS FOR
1997-98**

WHEREAS, the Transportation Development Act (TDA) Article 3 provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Solano for the use by eligible recipients for the purpose of providing bicycle and pedestrian projects; and

WHEREAS, the attached 5-Year Solano Bicycle/Pedestrian Plan (1997-2002) has been available for public review and recommended by the Solano Bicycle Advisory Committee (BAC) and the Technical Advisory Committee (TAC).

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority (STA) approves the attached prioritized 5-Year Bicycle/Pedestrian Plan for 1997-2002.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the STA authorizes the filing of TDA Article 3 Claims for 1997-98 for the amounts indicated in Attachment A.

Steve Lessler, Chair
Solano Transportation Authority

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

Martin Tuttle, Executive Director
Solano Transportation Authority

ATTACHMENT A

Approved TDA Article 3 claims for 1997-98 as indicated below:

Solano County- Class II Bike Lane at Pleasants Valley Road at Foothill Drive	\$67,406
Solano County-Class II bike lanes on Suisun Valley Road at Suisun Creek	\$10,254
City of Vallejo-Engineering, design, plans specifications and cost estimate for the Class I and Class II, Solano Bikeway from Vallejo to Fairfield	\$107,000
City of Benicia-Bay Trail Connector Bikeway- Preliminary engineering for a Class 1 bike bridge over I-780	<u>\$15,000</u>
TOTAL APPROVED CLAIMS	\$199,660

5-Year Solano Bicycle/Pedestrian Plan (1997-2002)

Group 1 Recommended for Funding

Project Sponsor	Project	Total Project	TDA Request.	Recomm.	Est. Balance	Status
Year 1 (1997-98)					\$243,389	Prelim. fund est. from MTC for 1997-98 TDA Art. 3 (1-10-97)
1. Vallejo	Complete detailed engineering, plans, specs., aquisition of easement and cost estimate for I-80 Class I Bike Route from Columbus Parkway to American Canyon Parkway	\$978,000	\$107,000	\$107,000	\$136,389	This funding will match the TEA and Clean Air Funds that have been awarded the project
2. Co. of Solano	Reconstruct Intersection of Pleasants Valley Road and Foothill Drive (Br. Nos. 23C-84, 23C-93, 23C-94, and B1290-1.75)	\$2,098,000	\$67,406	\$67,406	\$68,983	Project is under design; construction to be completed by 9/98
3. Co. of Solano	Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-76)	\$447,000	\$10,254	\$10,254	\$58,729	Project is under design; Construction to be completed by summer 1998; Environ. clearance underway
4. Benicia	Construct bike bridge from Columbus Parkway/ Rose Dr. across I-780 to Benicia State Park.	\$400,000	\$100,000	\$15,000	\$43,729	Applicant is applying for additional funding sources to complete project during next few years.
SUBTOTAL				\$199,660		
Year 2 (1998-1999)						
					\$183,729	Assume an additional \$140,000 from MTC for 1998-99
1. Fairfield	Class 1 Bike Route Along Ledgewood Creek from Nantucket to Rockville connecting to Linear Park	\$160,000	\$160,000	\$140,000	\$43,729	No recent status report

5-Year Solano Bike/Ped. Plan (1997-2002) - Group 1 Recommended for Funding (Cont.)

Project Sponsor	Project	Total Project	TDA Request.	Recomm.	Est. Balance	Status
Years 3 (1999-2000)					\$183,729	Includes add'l \$140,000 from MTC
1. Dixon	Planning, engineering and r-o-w acquisition for Class I Bike Route on S.P. R.O.W from City of Dixon to City of Davis	\$137,000	\$137,000	\$137,000	\$46,729	Project is on schedule and sponsor awaiting results of Bike Implementation Plan efforts
Year 4 (2000-01)					\$186,729	Includes add'l \$140,000 from MTC
1. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicylists (Bridge No. 23C-10)	\$1,220,000	\$61,000	\$61,000	\$125,729	Project will be selected as candidate for Federal bridge replace. funds
2. Suisun City	Class I Bike Lane adjacent to Highway 12	\$75,000	\$75,000	\$75,000	\$50,729	BAC requested submittal of final bike route design prior to approval of a TDA Art. 3 Claim for this project.
3. Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicylists (Bridge No. 23C-8)	\$1,010,000	\$50,500	\$50,500	\$229	Project will be selected as candidate for Federal bridge replace. funds
Year 5 (2001-02)					\$140,229	Includes add'l \$140,000 from MTC
1. City of Vallejo	Construct Class II and Class III bike route ga closures on Maritime Academy Dr. , Sonoma Blvd. (Hwy 29) and Mare Island Way to connect the new Carquinez Bridge to the Vallejo Ferry Terminal.	\$10,000	\$10,000	\$10,000	\$10,000	
SUBTOTAL					\$130,229.00	

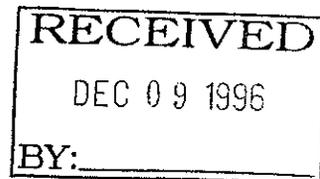
5-Year Solano Bike/Ped. Plan (1997-2002) - Group 2 Not Recommended for Funding at this Time

		Total Project	TDA Request.	Yr. Requested	Status
1. Benicia	Connect bike path on Columbus Parkway across I-780 to Benicia State Park.	\$300,000	\$85,000	1998-99	Balance of initial TDA request; Subject to receiving other matching funds
2. Co. of Solano	Replace bridge on Pleasants Valley Rd. at Pleasants Creek (Bridge No. 23C-95)	\$790,000	\$39,500	1998-99	Review available TDA funds at later time
3. Co. of Solano	Replace bridge on Suisun Valley Road at Suisun Creek (Br. No. 23C-77)	\$810,000	\$32,400	1998-99	Review available TDA funds at later time
4. Co. of Solano	Widen Green Valley Road to incorporate Class II shoulders for bicyclists	\$450,000	\$90,000	1997-98	Review available TDA funds at later time
5. Dixon/ Co. of Solano	Grading and Paving of Class I Bike Route on S.P. r-o-w from City of Dixon to City of Davis	\$818,000	\$818,000	1998-2004	No additional funds recommended until major grant obtained to cover most of the proposed construction; Clean Air application to be submitted to YSAQMD during 1997
SUBTOTAL		\$3,168,000.00	\$1,064,900.00		

Group 2 List

**Transportation Development Act Article 3 Bike/Ped. Program
Status Reports 1990-97**

Project Sponsor	Project	Total Cost	Requested TDA Funding by Applicants	TDA Art 3 Approved Claims	Project Status
Prior Approved Claims					
1990-91					
1. Fairfield	Pedestrian bridge over Airbase Parkway at Laurel	\$940,000	\$100,000	\$100,000	Completed
1991-92					
1. Fairfield	Completion of Pedestrian bridge	\$940,000	\$100,000	\$100,000	Completed
2. Dixon	Sign and delineate local Class 1, 2, and 3 paths	\$50,000	\$50,000	\$50,000	Completed
3. Vallejo	a. Rehabilitate Class 1 trails from Hanns Park to Ascot Parkway and at Glen Cove School. b. Create Class 2 trail from Glen Cove Parkway and on South Regatta from Glen Cove Parkway to Weathersmark. c. Trail from Ascot Parkway and Georgia to Channing Circle and from Ascot Parkway to Blue Rock Springs T	\$145,000	\$100,000	\$100,000	Ascot Parkway Completed and \$100,000 spent
1992-94					
1. Dixon	Construct bike lane on N. 1st St. from S.P. RRX to Vaughn R. and on Vaughn from S.P. RRX to N. 1st St.	\$50,000	\$50,000	\$50,000	Part of assessment district to be completed by mid-1997
1994-95					
Vacaville	Class one bikeway along Alamo Creek from the west side of Peabody Road to railroad r-o-w	\$190,000	\$130,000	\$130,000	Completed
1995-96					
Fairfield	Develop linear park bike path on Sacramento Northern RRX RW from Pennsylvania Ave. to N. Texas Ave.	\$280,000	\$200,000	\$200,000	Project is being designed and is expected to be constructed during 1997
Vacaville	Southside Bikeway (Alamo Creek Bridge)	\$120,000	\$65,000	\$65,000	Design work to be completed by 1-97 with construction done by mid-97
City of Vallejo	Blue Rock Springs Trail	\$140,000	\$80,000	\$80,000	Project is on schedule and expected to be completed by 6-97
County of Solano	Old Davis Road Bridge at So. Fork Putah Creek to incorporate Class II shoulders and handrailing for bicyclists	\$1,203,600	\$60,180	\$60,180	Construction commenced in Spr. 96 and expected completion by 3- 97
Vallejo	Planning, verify r-o-w and Preliminary Design and Engineering for Class 1 I-80 Bike Route from	\$137,000	\$137,000	\$30,000	The design of this project will continue through 1997
Vacaville	Construct a one quarter mile extension of Southsi Primary Bike Route from Alamo Creek Bridge to Marshall Rd.	\$90,000	\$90,000	\$45,000	Completed
1996-97					
Benicia	Gap Closures - Class II 1. W. 7th - Chelsea to Military 2. Military - W. 5th to First	\$25,000	\$25,000	\$25,000	Project on schedule and expected completion by 6-97
Vacaville	Class I Bike Route from Alamo Creek Bridge to Alamo Drive	\$212,000	\$28,689	\$28,689	Project is on schedule and expected to be completed by 6-97
Rio Vista	Class 1 path from new Business Park to Extant fishing access	\$140,000	\$40,164	\$40,164	Project on schedule; expected completion by late 1997
Co. of Solano	Replace Br. on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-98)	\$1,008,000	\$50,400	\$50,400	Project is under design; construction to be completed by 9/98
TOTAL		\$5,670,600	\$1,306,433	\$1,154,433	



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
Fax (707) 648-4691

December 6, 1996

Dan Christians, Senior Transportation Planner
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA. 94585

SUBJECT: 5-Year Bike/Pedestrian Plan - TDA Project Proposal for FY 2001/2002

Dear Dan:

As discussed and requested at the December 5, 1996 Bicycle Advisory Committee (BAC) meeting, I am submitting a TDA project proposal for FY 2001/2002. The proposed project for the BAC's consideration is approximately 3 miles of combined Class II and Class III bike routes from the entrance of the California Maritime Academy to Vallejo's ferry terminal. The estimated cost is \$10,000. This would include approximately 2000 feet of Class II on Maritime Academy Drive; approximately 9000 feet of Class III on Sonoma Boulevard and approximately 3000 feet of Class III on Mare Island Way.

As we discussed during the meeting, FY 2001/2002 is the Caltrans proposed timeframe for the construction of the new Carquinez Bridge. The bridge project includes the construction of a separate bike/pedestrian path that continuous north of the bridge and terminates at the entrance of the California Maritime Academy. The proposed TDA bike project would provide a link to a multimodal terminus and complete another section of the Solano Countywide Primary Bikeway System.

If you need additional information, call me at 648-4686.

Sincerely,

Otto Bertolero
Assistant City Engineer

cc: John H. Duane, Pubic Works Director
Gary Leach, City Engineer

Comments (continued)

E. (2). Caltrans District 10 sent letter dated 12/9/92 willing to cooperate on this project. Location now under Caltrans District 4 jurisdiction and will require Encroachment Permit.

I. Evaluation Criteria (Answer questions, check as many lines as apply and include any additional information in "Comments.")

- | | | | |
|--------------------------------------------------------------------------------------------------------|----------|----------|-----|
| | | YES | NO |
| A. Does the project eliminate problem areas on routes which would provide relatively safe travel uses? | | <u>X</u> | ___ |
| 1. Bridge or removal of barrier | <u>X</u> | | |
| 2. Narrow road segments | <u>X</u> | | |
| 3. Removal of parking | ___ | | |
| 4. Substandard grades or culverts | | | |
| 5. High traffic volume and speed | | <u>X</u> | |
| 6. Other _____ | | | |

Comments:

Narrow 28' wide vehicle bridge over I-780 freeway to be supplemented with provisions for separated pedestrian/bicycle access.

- | | | | |
|----------------------------------------------------------------------------------------|----------|---------|-----------------------------------|
| | | YES | NO |
| B. Does the project provide access to or bicycle parking in high use activity centers? | | ___ | ___ |
| | Access | Parking | Please Identify |
| 1. Employment | <u>X</u> | ___ | Rose Medical Center/Parkway Plaza |
| 2. Commercial | <u>X</u> | ___ | Parkway Plaza |
| 3. Educational | <u>X</u> | ___ | St. Patrick's High School (Vjo) |
| 4. Public transportation interface | ___ | ___ | ___ |
| 5. Governmental or social service centers | ___ | ___ | ___ |
| 6. Cultural or recreational | <u>X</u> | ___ | Benicia State Park |
| 7. Other _____ | ___ | ___ | ___ |

- | | | |
|-------------------------------------------------------------------------------------------------------|----------|-----|
| | YES | NO |
| C. Does the project provide for the improvement of bicycle/transit or pedestrian/transit commute use? | <u>X</u> | ___ |

Comments:

See project description.

- | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|
| | YES | NO |
| D. 1. Does the project provide connection to and continuity of longer routes? (Please explain under comments.) | <u>X</u> | ___ |
| 2. Is project included in a county or city facilities plan or circulation element of a general plan? (If no, please explain under comments.) | <u>X</u> | ___ |

Comments:

See project description with attachments. Shown on Solano Countywide Bicycle Plan and in accordance with Benicia General Plan.

- | | | |
|--------------------------------------------------------------------|----------|-----|
| | YES | NO |
| E. Is there demonstrated local support? | <u>X</u> | ___ |
| 1. Initiated or supported by community or bicycling organizations? | <u>X</u> | ___ |
| 2. Initiated by local employers or employee groups? | <u>X</u> | ___ |
| 3. Public hearing held? | <u>X</u> | ___ |
| 4. Local funding (amount: \$ _____) | <u>X</u> | ___ |
| 5. Local planning or engineering effort? | <u>X</u> | ___ |

Comments:

No local funding commitment yet, but expect local support. In-house engineering will be utilized for submittal of additional funding applications (TEA, Bay Trail, BAAQMD) on design and construction costs.

- F. Additional materials required (attach or indicate when each will be provided to MTC):
1. Project map
 2. Environmental document. Please note that the copy of a Notice of Exemption or Negative Declaration which is sent to MTC must show a stamp of receipt for filing by the County Clerk or State Secretary of Resources.
 3. Legal counsel's opinion that addresses three points (see TDA Application Document section):
 - (a) That the claimant is authorized to perform the project for which the funds are claimed.
 - (b) That the claimant is eligible to claim under Pub. Util. Code §99234.
 - (c) That there is no legal impediment to the claimant applying for funds or there is no pending or threatened litigation that might adversely affect the project or the ability of the claimant to carry out the project.
 4. Governing body resolution approving the project and authorizing the submittal of a claim.

Comments:

Items 3 and 4 will be furnished after approval by City Council scheduled for approval at February 4, 1997 meeting.

NOTE: References are to Fund Application Manual, MTC.

MTC Graphics/bw
February 20, 1992

BAY TRAIL CONNECTOR BIKEWAY

Project Application Attachment

Project description

The Bay Trail Connector Bikeway consists of a Class I bike path between Columbus Parkway in east Benicia and the Benicia State Recreational Area on Carquinez Straight. The total facility is less than 2,500 feet long, but without this link the Bay Trail, Ridge Trail, and regional bikeway systems in Vallejo and Benicia are disconnected. The proposed facility would start as striped bike lanes on each side of Columbus Parkway from Benicia Road to the intersection of Columbus Parkway @ Rose Drive. At the southwest corner of the intersection a separated pathway would begin as a 2-way Class I facility and extend south along the west side of State Park Road. The transition from bike lanes to a pathway here is critical because it eliminates any additional street crossings for pedestrians and bicyclists further downstream, where traffic enters and exits the freeway on/off ramps.

The pathway would then cross I-780 on a new structure located adjacent to the existing Miller Overcrossing or consist of widening the existing structure with a separated 12' wide pedestrian/bicycle walkway. The roadway here is technically a ramp to and from I-780 and the entrance to the state recreation area is located on the south side of the freeway. The combination of accelerating vehicles, poor visibility, and merging traffic coming from the park makes access by foot or bicycle through the corridor a hazardous undertaking.

Once across I-780, the pathway would connect directly into the state recreational area, eliminating bicycles and pedestrians from the busy freeway on/off ramp and the Benicia State Park entranceway. The pathway would provide a direct connection to the existing multi-use trail that leads into Benicia. Eventually the Bay Trail here would link east through Benicia to bike lanes on the new Benicia Bridge, and westward to Vallejo and bike lanes on the new Carquinez Bridge. Usage through this section of the Bay Trail is expected to be very heavy.

In summary, the Bay Trail Connector Bikeway will provide a new direct connection between Vallejo, Benicia, and most of Napa and Solano Counties with the Bay Trail and regional recreational resources along Carquinez Straight. It will also provide a new link between residential neighborhoods and employment centers in both Vallejo and Benicia.

The goal of this project is to maximize the number of bicycle and pedestrian users in the corridor between Vallejo and Benicia, and maximize access to the Bay Trail and other recreational assets. The demand for this facility is identified by (a) the selection of this gap as a high priority by the Solano Bicycle Advisory Committee, which includes representatives from several bicycling clubs in the area, (b) the volume of existing and projected traffic in this corridor, (c) statistics which show that a considerable number of people in the corridor are making trips less than 10 miles in length, which are possible for most bicyclists, and (d) informal surveys of the area which revealed a steady stream of bicyclists on a typical weekday. The project is both regional and local in scope, connecting two large cities, regional recreation destinations, major employment centers, and the Bay Area and Sacramento Valley.

The total amount of request is \$15,000 for preliminary engineering. Work will include finalizing project conceptual plans, obtaining necessary approvals from Caltrans District 4 and the Benicia State Park, and assisting the City in coordinating the project approvals with the City of Vallejo, the Solano Transportation Authority (and the Bicycle Committee) and with other affected groups and agencies. The total project design and construction costs are estimated at \$500,000. Funds for this work are being sought from other fund/grant programs.

List of Attachments:

Notice of Exemption dated 3-26-93
96/97 FY Budget Capital Improvement Project List
Resolution 95-159 approving application of TEA funds on this project
Approval letter (10-15-93) from Bicycle Committee of Solano Transportation Authority
Caltrans District 10 cooperation letter dated 12-9-92
Project Location Maps (2)
Photographs (2 pages)
Project Layout
Project Details (2 pages)
Project Preliminary Cost Estimate
Solano Transportation Authority Countywide Bicycle Plan

APPLICATION DOCUMENTS: TDA ARTICLE 3

BICYCLE/PEDESTRIAN PROJECTS

Applicant: Solano County Transportation Department
 County: Solano County
 Name of Project: Reconstruct Intersection of Pleasants
Valley Road at Foothill Drive

Contact person: Paul Wiese
 Telephone: 707-421-6072
 Amount of claim: \$67,406

Type and extent of project (check and complete requested information)

Bike Path (Class I)	<u> </u>	(length)	Other Bicycle Facilities	<u> </u>	(type)
Bike Lane (Class II)	<u>* 2600'</u>	(length)	Bicycle Safety Education	<u> </u>	
Bicycle Route (Class III)	<u> </u>	(length)	Pedestrian Walkway	<u> </u>	(length)
Bicycle Parking Facilities	<u> </u>	(number/type)	Other Pedestrian Facilities	<u> </u>	(type)

*One Class II bike lane width shoulder

Project Description: Reconstruct the intersection of Pleasants Valley Road at Foothill Drive, including the replacement of four narrow bridges. The roads will be widened to 32 foot paved width, which will provide four foot paved shoulders suitable for a Class II bike lane in both directions.

Financial Plan: Below, please list project components being applied for such as preliminary engineering, design, right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Engineering and environmental clearance (\$340,000); construction and construction engineering (\$1,758,000)

<u>Funding:</u>	<u>Prior Year</u>	<u>Application Year</u>	<u>2nd Year</u>	<u>3rd Year</u>	<u>Total Cost</u>
TDA		\$67,406			\$67,406
Federal (STP)		\$903,477			\$903,477
Federal (HBRR)		\$684,000			\$684,000
County		\$443,117			\$443,117
Total		\$2,098,000			\$2,098,000

- I. Project Eligibility (If no, give approximate date of completion in comments.) YES NO
- A. Is the project approved by the governing agency (City Council or Board of Supervisors)? X
- B. If a bikeway, does the project meet Caltrans' mandatory minimum safety design criteria? N/A
 (Section 7-1000 of the California Highway Design Manual.)
- C. If a bicycle project, has it been reviewed by a Bicycle Advisory Committee? X
 (If not, please explain below under "Comments.")
- D. Has the environmental impact documentation been completed? X
 (See Tab I, MTC's *Fund Application Manual*) Specify date completed.
 EIR _____
 Negative Declaration _____ Environmental documentation will be completed
 Notice of Exemption _____ By April 1, 19967
- E. Expected completion date of project? September, 1998
- | | |
|--------------------------------------------------------|----------------------|
| 1. Right-of-way purchased | <u>(in progress)</u> |
| 2. Agreement of all cities and other agencies involved | <u>N/A</u> |
| 3. Commitment of other necessary funds | <u>X</u> <u> </u> |
| 4. Preliminary design completed | <u>(in progress)</u> |
| 5. Final cost estimate: Financial plan completed | <u>(in progress)</u> |
- F. Provisions have been made to maintain the facility by claimant X other _____
 (Please explain "other" under comments)

Comments:

II. Evaluation Criteria (Answer questions, check as many lines as apply and include any additional information in "Comments.")

- | | | | | |
|----|-----------------------------------------------------------------------------------------------------|----------|----------|-----|
| | | | YES | NO |
| A. | Does the project eliminate problem areas on routes which would provide relatively safe travel uses? | | <u>X</u> | ___ |
| | 1. Bridge or removal of barrier | <u>X</u> | | |
| | 2. Narrow road segments | <u>X</u> | | |
| | 3. Removal of parking | ___ | | |
| | 4. Substandard grates or culverts | ___ | | |
| | 5. High traffic volume and speed | ___ | | |
| | 6. Other _____ | ___ | | |

Comments:

- | | | | | |
|----|-------------------------------------------------------------------------------------|----------|----------|---------|
| | | | YES | NO |
| B. | Does the project provide access to or bicycle parking in high use activity centers? | | <u>X</u> | ___ |
| | | Access | | Parking |
| | 1. Employment | <u>X</u> | | ___ |
| | 2. Commercial | <u>X</u> | | ___ |
| | 3. Educational | <u>X</u> | | ___ |
| | 4. Public transportation interface | <u>X</u> | | ___ |
| | 5. Governmental or social service centers | <u>X</u> | | ___ |
| | 6. Cultural or recreational | <u>X</u> | | ___ |
| | 7. Other _____ | ___ | | ___ |

Please Identify
City of Vacaville
City of Vacaville, Lake Solano, Lake Berryessa

- | | | | |
|----|----------------------------------------------------------------------------------------------------|----------|-----|
| | | YES | NO |
| C. | Does the project provide for the improvement of bicycle/transit or pedestrian/transit commute use? | <u>X</u> | ___ |

Comments:

The project will improve the bicycle route for commuting to Vacaville.

- | | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|
| | | YES | NO |
| D. | 1. Does the project provide connection to and continuity of longer routes? (Please explain under comments.) | <u>X</u> | ___ |
| | 2. Is project included in a county or city facilities plan or circulation element of a General plan? (If no, please explain under comments.) | <u>X</u> | ___ |

Comments:

Pleasants Valley Road is shown in the Countywide Bicycle Plan prepared by the Solano Transportation Authority as a proposed Class II bicycle route. It is part of a continuous network of key bicycle facilities throughout Solano County.

- | | | | |
|----|--------------------------------------------------------------------|----------|----------|
| | | YES | NO |
| E. | Is there demonstrated local support? | <u>X</u> | ___ |
| | 1. Initiated or supported by community or bicycling organizations? | <u>X</u> | ___ |
| | 2. Initiated by local employers or employee groups? | ___ | <u>X</u> |
| | 3. Public Hearing held? (Public meeting) | <u>X</u> | ___ |
| | 4. Local funding (amount: <u>\$443,117</u>) | <u>X</u> | ___ |
| | 5. Local planning or engineering effort? | <u>X</u> | ___ |

Comments:

This project has the support of the Bicycle Advisory Committee of the Solano Transportation Authority.

- F. Additional materials required (attach or indicate when each will be provided to MTC):
1. Project map
 2. Environmental document. Please note that the copy of a Notice of Exemption or Negative Declaration which is sent to MTC must show a stamp of receipt for filing by the County Clerk or State Secretary of Resources. (By April 1, 1997)
 3. Legal counsel's opinion that addresses three points (see TDA Application Document section):
 - (a) That the claimant is authorized to perform the project for which the funds are claimed.
 - (b) That the claimant is eligible to claim under Pub. Util. Code § 99234.
 - © That there is no legal impediment to the claimant applying for funds or there is no pending or threatened litigation that might adversely affect the project or the ability of the claimant to carry out the project.
 4. Governing body resolution approving the project and authorizing the submittal of a claim.

Comments:

HIGHWAY MAP

SOLANO COUNTY, CALIFORNIA
PUBLIC WORKS DEPARTMENT

Pleasants Valley Road at Foothill Drive

T.8.N. LEGEND
STATE HIGHWAY
ARTERIAL ROAD
COLLECTOR ROAD
MINOR ROAD
PRIVATE ROAD
CITY LIMITS
COUNTY BOUNDARY

T.7.N. SIGN ROUTES
INTERSTATE
STATE
STATE ROUTE

T.6.N.

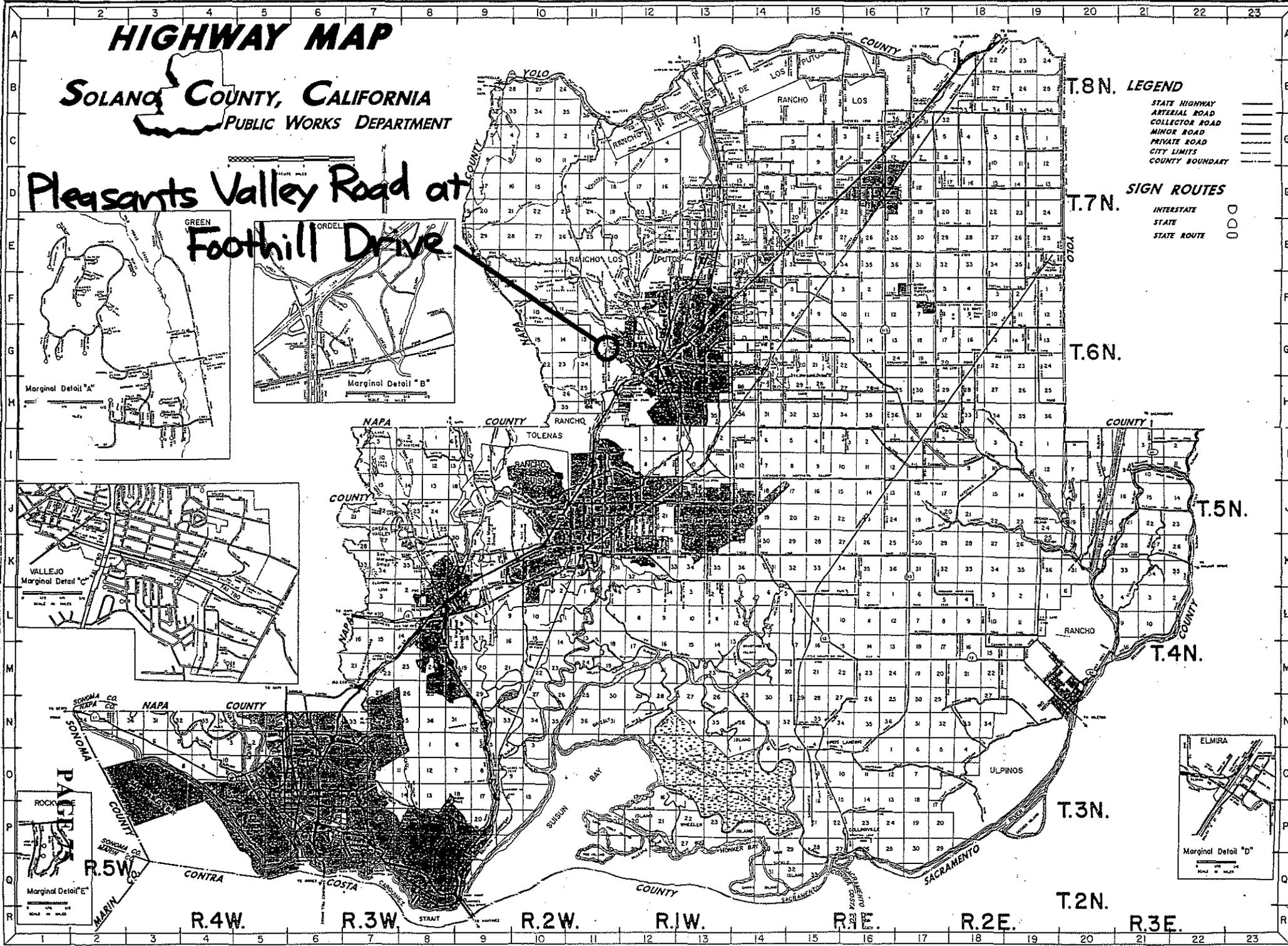
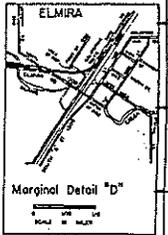
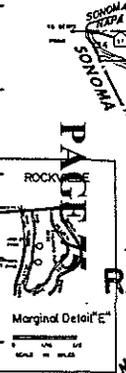
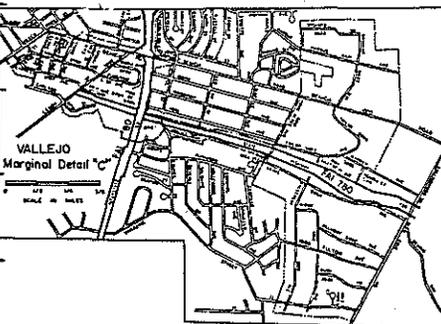
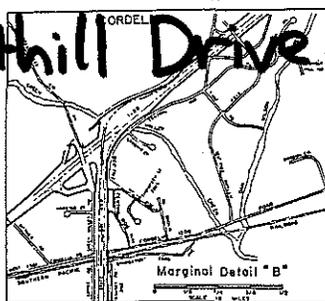
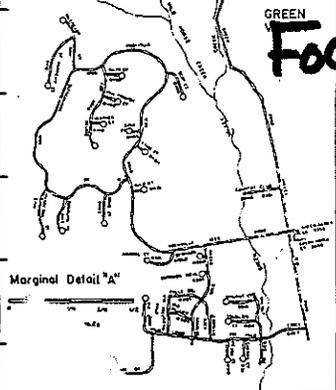
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T.4.N.

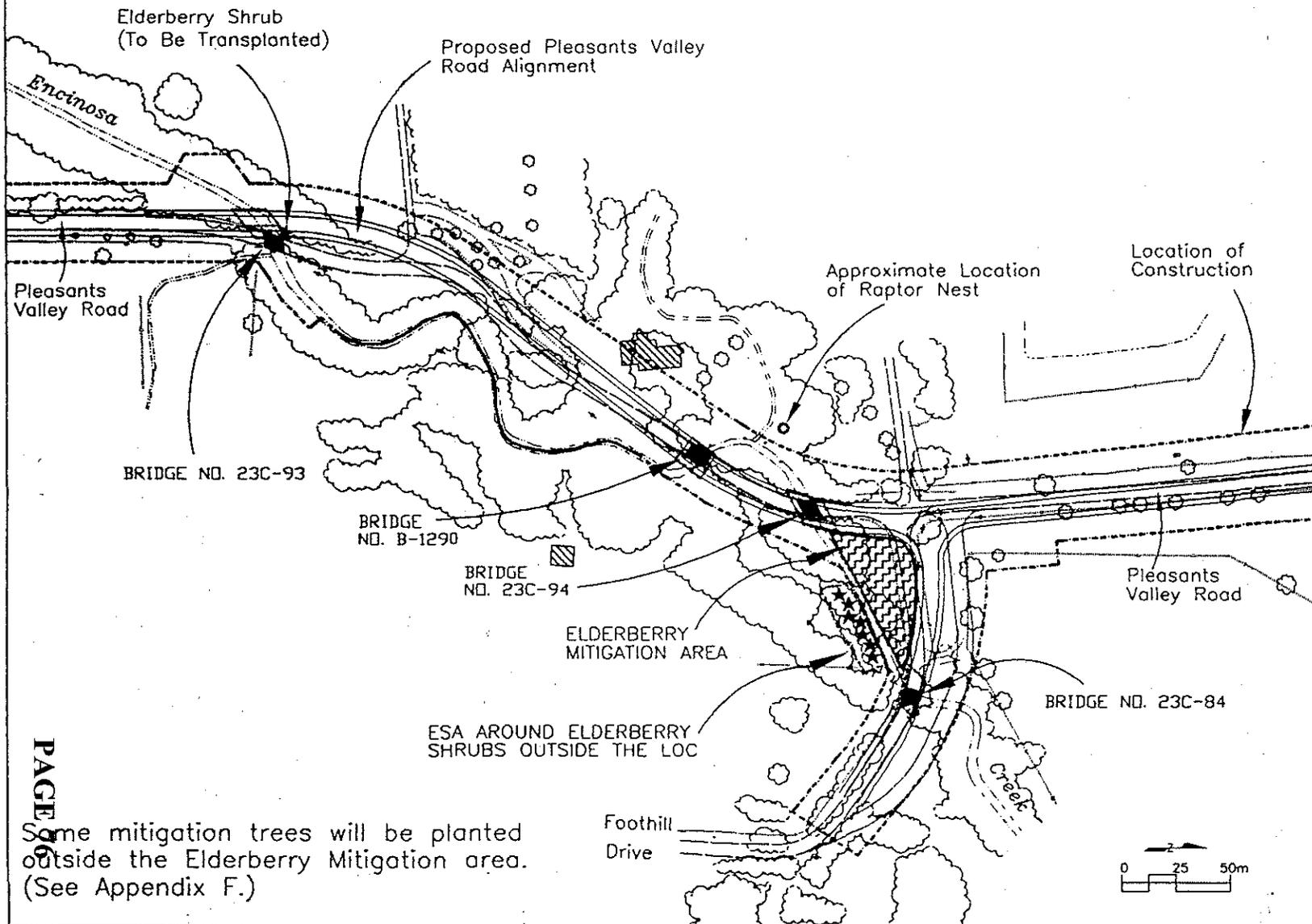
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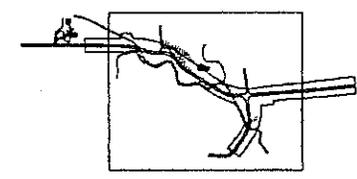
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INSET



PROJECT STUDY AREA



SEE INSET

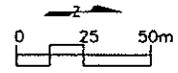
Caltrens Natural Environment Study Report and Wetland Delineation for the Pleasants Valley Road at Foothill Drive Bridges Replacement Project. Solano County 7 June 1996

Appendix Figure F-1. Mitigation Plan Map.

- = Approximate Location of Raptor Nest
- ★ = Elderberry Shrub
- ESA = Environmentally Sensitive Area
- [Hatched Box] = Elderberry Mitigation Area

Sycamore Environmental Consultants, Inc.

Basemap: PLEASANTS VALLEY ROAD AT FOOTHILL DRIVE REALIGNMENT STUDY, Solano County Transportation Department, 9 September 1994; TOPO-M.DWG, SURVEY-M.DWG, RW.DWG and ALIGNMENT.DWG, Vail Engineering Corp., 3 October 1995.



PAGE 66

Some mitigation trees will be planted outside the Elderberry Mitigation area. (See Appendix F.)

APPLICATION DOCUMENTS: TDA ARTICLE 3

BICYCLE/PEDESTRIAN PROJECTS

Applicant: Solano County Transportation Department
 County: Solano County
 Name of Project: Suisun Valley Road Bridge at
Suisun Creek (23C-76)

Contact person: Paul Wiese
 Telephone: 707-421-6072
 Amount of claim: \$10,254

Type and extent of project (check and complete requested information)

Bike Path (Class I)	<u> </u>	(length)	Other Bicycle Facilities	<u> </u>	(type)
Bike Lane (Class II)	<u>* 1300'</u>	(length)	Bicycle Safety Education	<u> </u>	
Bicycle Route (Class III)	<u> </u>	(length)	Pedestrian Walkway	<u> </u>	(length)
Bicycle Parking Facilities	<u> </u>	(number/type)	Other Pedestrian Facilities	<u> </u>	(type)

*One Class II bike lane width shoulder

Project Description: Construct a new 21'-9" wide one lane bridge parallel to and east of the existing 17'-6" clear width two lane bridge, to carry northbound traffic. Convert the existing bridge to a one lane bridge to carry southbound traffic. This will provide four foot paved shoulders, suitable for a Class II bike lane, in both directions.

Financial Plan: Below, please list project components being applied for such as preliminary engineering, design, right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Engineering and environmental clearance (\$125,000); construction and construction engineering (\$680,000)

<u>Funding:</u>	<u>Prior Year</u>	<u>Application Year</u>	<u>2nd Year</u>	<u>3rd Year</u>	<u>Total Cost</u>
TDA		\$10,254			\$ 10,254
Federal (STP)	\$106,000	\$301,159	\$301,159		\$708,318
County	\$14,000	\$40,000	\$40,000		\$94,000
Total	\$120,000	\$351,413	\$341,159		\$812,572

- I. Project Eligibility (If no, give approximate date of completion in comments.) YES NO
- A. Is the project approved by the governing agency (City Council or Board of Supervisors)? X
- B. If a bikeway, does the project meet Caltrans' mandatory minimum safety design criteria? N/A
 (Section 7-1000 of the California Highway Design Manual.)
- C. If a bicycle project, has it been reviewed by a Bicycle Advisory Committee? X
 (If not, please explain below under "Comments.")
- D. Has the environmental impact documentation been completed? X
 (See Tab I, MTC's Fund Application Manual) Specify date completed.
 EIR _____
 Negative Declaration _____ Environmental documentation will be completed
 Notice of Exemption _____ By April 1, 19967
- E. Expected completion date of project? September, 1998
1. Right-of-way purchased N/A
 2. Agreement of all cities and other agencies involved N/A
 3. Commitment of other necessary funds X
 4. Preliminary design completed X (in progress)
 5. Final cost estimate: Financial plan completed X (in progress)
- F. Provisions have been made to maintain the facility by claimant X other _____
 (Please explain "other" under comments)

Comments:

II. Evaluation Criteria (Answer questions, check as many lines as apply and include any additional information in "Comments.")

A. Does the project eliminate problem areas on routes which would provide relatively safe travel uses?

- | | | | |
|---------------------------------|----------|-----------------------------------|-----|
| 1. Bridge or removal of barrier | <u>X</u> | 4. Substandard grates or culverts | ___ |
| 2. Narrow road segments | <u>X</u> | 5. High traffic volume and speed | ___ |
| 3. Removal of parking | ___ | 6. Other _____ | ___ |

YES NO

X ___

Comments:

B. Does the project provide access to or bicycle parking in high use activity centers?

- | | Access | Parking | Please Identify |
|-------------------------------------------|----------|---------|--------------------------|
| 1. Employment | <u>X</u> | ___ | <u>City of Fairfield</u> |
| 2. Commercial | <u>X</u> | ___ | <u>City of Fairfield</u> |
| 3. Educational | <u>X</u> | ___ | <u>Sol Com College</u> |
| 4. Public transportation interface | <u>X</u> | ___ | <u>City of Fairfield</u> |
| 5. Governmental or social service centers | <u>X</u> | ___ | <u>City of Fairfield</u> |
| 6. Cultural or recreational | <u>X</u> | ___ | <u>City of Fairfield</u> |
| 7. Other _____ | ___ | ___ | ___ |

YES NO

X ___

C. Does the project provide for the improvement of bicycle/transit or pedestrian/transit commute use?

Comments:

The project will improve the bicycle route for commuting to Fairfield.

YES NO

X ___

D. 1. Does the project provide connection to and continuity of longer routes? (Please explain under comments.)

2. Is project included in a county or city facilities plan or circulation element of a General plan? (If no, please explain under comments.)

Comments:

Suisun Valley Road is shown in the Countywide Bicycle Plan prepared by the Solano Transportation Authority as a proposed Class II bicycle route. It is part of a continuous network of key bicycle facilities throughout Solano County.

YES NO

X ___

X ___

E. Is there demonstrated local support?

1. Initiated or supported by community or bicycling organizations?
2. Initiated by local employers or employee groups?
3. Public Hearing held? (Public meeting)
4. Local funding (amount: \$94,000)
5. Local planning or engineering effort?

Comments:

This project has the support of the Bicycle Advisory Committee of the Solano Transportation Authority.

YES NO

X ___

X ___

___ X

X ___

X ___

X ___

F. Additional materials required (attach or indicate when each will be provided to MTC):

1. Project map
2. Environmental document. Please note that the copy of a Notice of Exemption or Negative Declaration which is sent to MTC must show a stamp of receipt for filing by the County Clerk or State Secretary of Resources. (By April 1, 1997)
3. Legal counsel's opinion that addresses three points (see TDA Application Document section):
 - (a) That the claimant is authorized to perform the project for which the funds are claimed.
 - (b) That the claimant is eligible to claim under Pub. Util. Code § 99234.
 - (c) That there is no legal impediment to the claimant applying for funds or there is no pending or threatened litigation that might adversely affect the project or the ability of the claimant to carry out the project.
4. Governing body resolution approving the project and authorizing the submittal of a claim.

Comments:

HIGHWAY MAP

SOLANO COUNTY, CALIFORNIA

PUBLIC WORKS DEPARTMENT



T.8.N. LEGEND

- STATE HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD
- MINOR ROAD
- PRIVATE ROAD
- CITY LIMITS
- COUNTY BOUNDARY

T.7.N. SIGN ROUTES

- INTERSTATE
- STATE
- STATE ROUTE

Marginal Detail "A"

GREEN VALLEY

Marginal Detail "B"

CORDELIA

Marginal Detail "C"

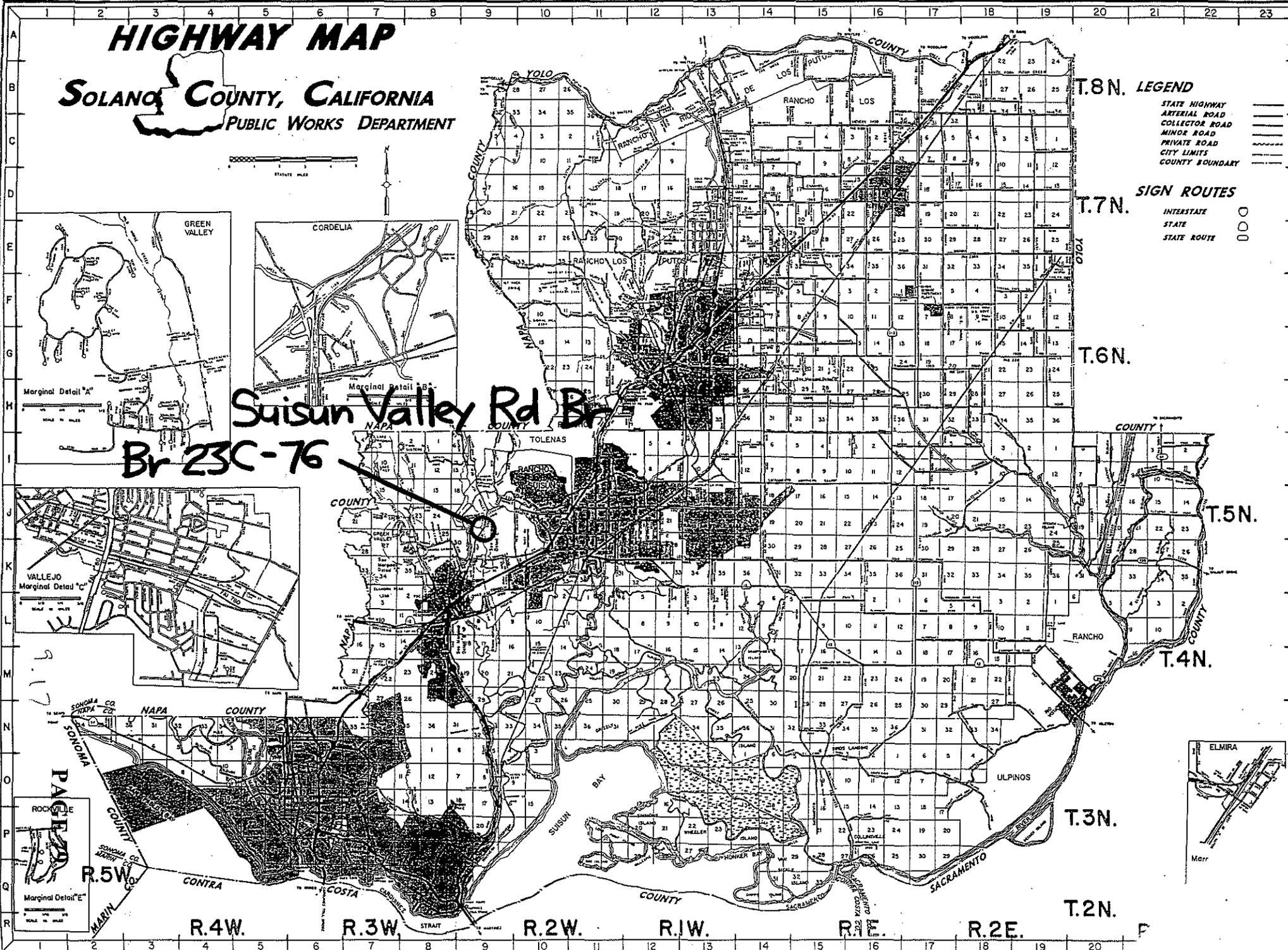
VALLEJO

Marginal Detail "E"

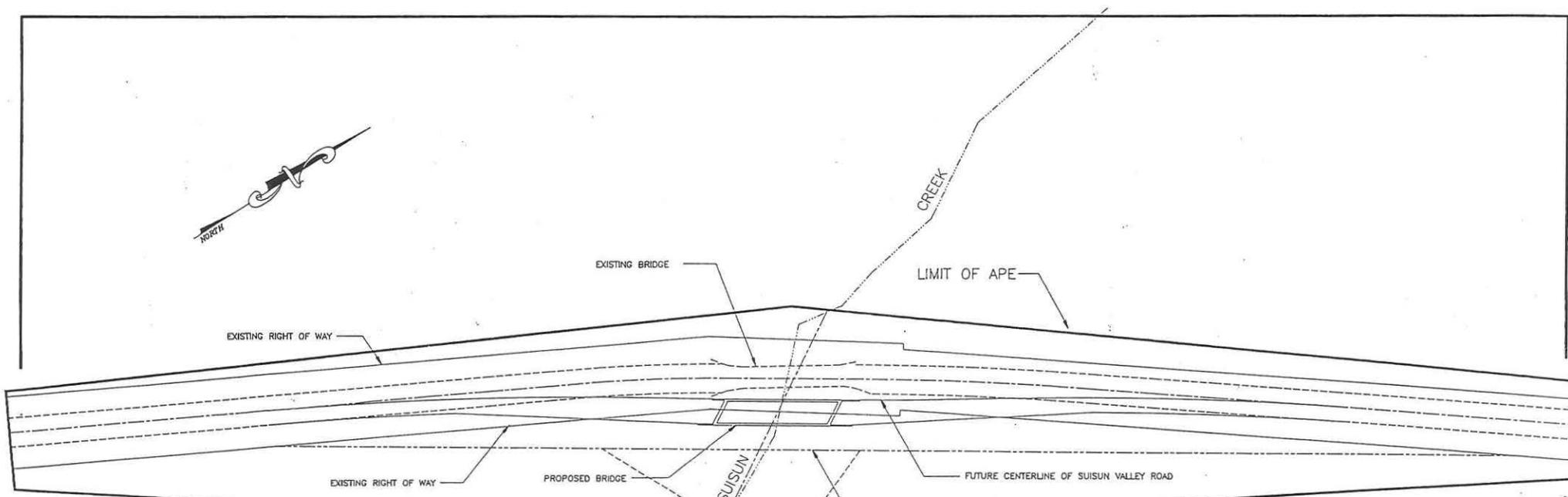
ROCKVILLE

Suisun Valley Rd Br

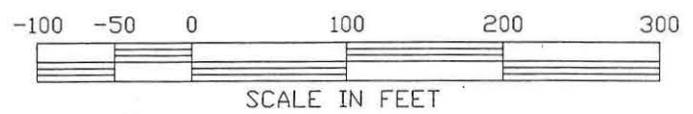
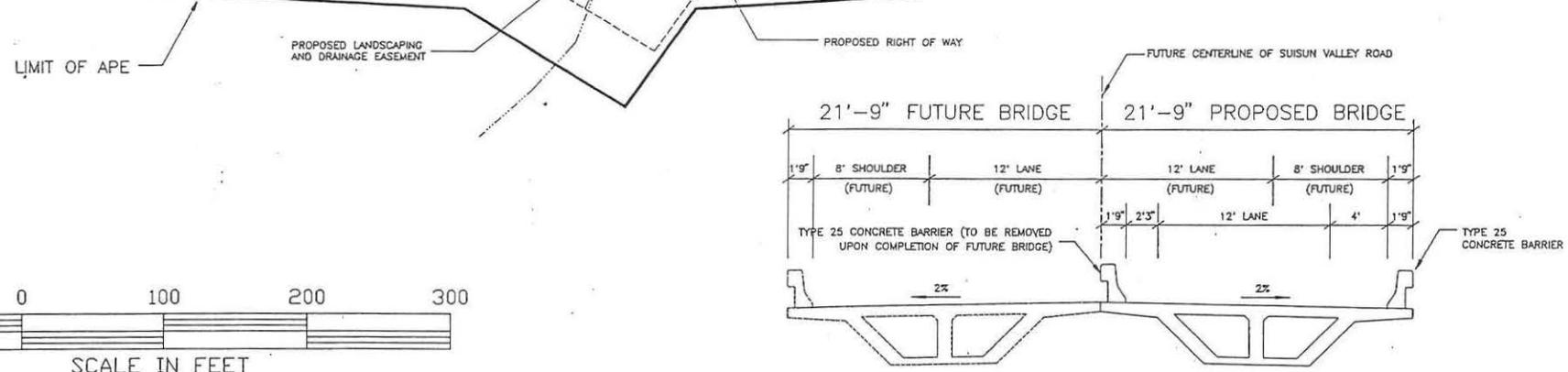
Br 23C-76



ELMIRA



9.18



TYPICAL CROSS SECTION (N.T.S.)

FILES\RYLANE

PAGE 80

DRAWN BY: J.G.	CHECKED BY:
SUBMITTED:	R.C.E. No.

SOLANO COUNTY
TRANSPORTATION DEPARTMENT

SUISUN VALLEY ROAD BRIDGE
AT SUISUN CREEK - 23C-076
PROPOSED ONE LANE BRIDGE

DATE	11/08/95
SHEET	1
OF	1

APPLICATION DOCUMENTS: TDA ARTICLE 3

BICYCLE/PEDESTRIAN PROJECTS

Applicant: City of Vallejo Public Works Dept.
 County: Solano
 Name of Project: I-80 Bike Trail

Contact person: DAVID KLEINSCHMIDT
 Telephone: (707) 648-4301
 Amount of claim: \$ 107,000

Type and extent of project (check and complete requested information)

Bike Path (Class I)	<input checked="" type="checkbox"/> <u>6000</u> LF (length)	Other Bicycle Facilities	<input type="checkbox"/> _____ (type)
Bike Lane (Class II)	<input type="checkbox"/> _____ (length)	Bicycle Safety Education	<input type="checkbox"/> _____
Bicycle Route (Class III)	<input checked="" type="checkbox"/> <u>4000</u> LF (length)	Pedestrian Walkway	<input type="checkbox"/> _____ (length)
Bicycle Parking Facilities	<input type="checkbox"/> _____ (number/type)	Other Pedestrian Facilities	<input type="checkbox"/> _____ (type)

Project Description: The work involved to construct a Class I bike trail includes but is not limited to clearing, grading, drainage, signage, and striping.

Financial Plan: Below, please list project components being applied for such as preliminary engineering, design, right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: engineering, and design, PLANS, SPECIFICATION, ESTIMATE

Funding	Prior Year	Application Year	2nd Year	3rd Year	Total Cost
TDA		\$ 107,000			\$ 107,000
Others (specify)					
Total		\$ 107,000			\$ 107,000

- | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
| I. Project Eligibility (If no, give approximate date of completion in comments.) | YES | NO |
| A. Is the project approved by the governing agency (City Council or Board of Supervisors)? | <u>X</u> | _____ |
| B. If a bikeway, does the project meet Caltrans' mandatory minimum safety design criteria? (Section 7-1000 of the California Highway Design Manual.) | <u>X</u> | _____ |
| C. If a bicycle project, has it been reviewed by a Bicycle Advisory Committee? (If not, please explain below under "Comments.") | <u>X</u> | _____ |
| D. Has the environmental impact documentation been completed? (See Tab I, MTC's Fund Application Manual) Specify date completed. | <u>X</u> | _____ |
| EIR | | |
| Negative Declaration | | |
| Notice of Exemption | <u>X</u> | |
| E. Expected completion date of project? <u>9B/99</u> | | |
| 1. Right-of-way purchased (Caltrans Encroachment Permit) | N/A | <u>X</u> |
| 2. Agreement of all cities and other agencies involved | _____ | <u>X</u> |
| 3. Commitment of other necessary funds | _____ | <u>X</u> |
| 4. Preliminary design completed | <u>X</u> | _____ |
| 5. Final cost estimate; Financial plan completed | _____ | <u>X</u> |
| F. Provisions have been made to maintain the facility by claimant _____ other <u>Greater Vallejo Recreation Dist.</u> (Please explain "other" under comments.) | | |

Comments:

- E.2. Pending Caltrans review and approval.
- E.3. and E.5. Pending approval of grants for construction in third year.
- F. GVRD maintains Class I trails within the City.

Evaluation Criteria (Answer questions, check as many lines as apply and include any additional information in "Comments.")

- | | | | |
|----|-----------------------------------------------------------------------------------------------------|----------|----|
| | | YES | NO |
| A. | Does the project eliminate problem areas on routes which would provide relatively safe travel uses? | <u>X</u> | — |
| | 1. Bridge or removal of barrier | — | — |
| | 2. Narrow road segments | <u>X</u> | — |
| | 3. Removal of parking | — | — |
| | 4. Substandard grades or culverts | — | — |
| | 5. High traffic volume and speed | <u>X</u> | — |
| | 6. Other <u>Direct link between Vallejo and Northern Comm.</u> | — | — |

Comments:

- | | | | |
|----|-------------------------------------------------------------------------------------|----------|--------------------------------------|
| | | YES | NO |
| B. | Does the project provide access to or bicycle parking in high use activity centers? | — | — |
| | | | Please Identify |
| | | Access | Parking |
| | 1. Employment | <u>X</u> | — |
| | 2. Commercial | <u>X</u> | — |
| | 3. Educational | <u>X</u> | — |
| | 4. Public transportation interface | <u>X</u> | <u>X</u> |
| | 5. Governmental or social service centers | <u>X</u> | — |
| | 6. Cultural or recreational | <u>X</u> | <u>X</u> |
| | 7. Other <u>Reduce distance to Contra Costa County</u> | — | — |
| | | | <u>Shopping Centers</u> |
| | | | <u>Shopping Centers</u> |
| | | | <u>Solano College</u> |
| | | | <u>Future Park N Ride, Vjo</u> |
| | | | <u>City Hall</u> <u>Bart.</u> |
| | | | <u>Blue Rock Springs</u> <u>Link</u> |
| | | | <u>via Benicia Bridge</u> |

- C. Does the project provide for the improvement of bicycle/transit or pedestrian/transit commute use?

YES NO

X —

Comments:

Project will provide a direct commuter access between Vallejo and Cordelia, Fairfield Suisun and Napa.

- D. 1. Does the project provide connection to and continuity of longer routes? (Please explain under comments.) X —
2. Is project included in a county or city facilities plan or circulation element of a general plan? (If no, please explain under comments.) X —

YES NO

X —

Comments:

Project is part of Phase I Implementation Plan for Solano County-wide Bicycle Plan which primarily follows the I-80 corridor.

- E. Is there demonstrated local support?

YES NO

X —

1. Initiated or supported by community or bicycling organizations? X —
2. Initiated by local employers or employee groups? X —
3. Public hearing held? (open public information meeting at Library) X —
4. Local funding (amount: \$ 50,000.00) X —
5. Local planning or engineering effort? X —

Comments:

State and Federal Grant Application Funds are currently being investigated.

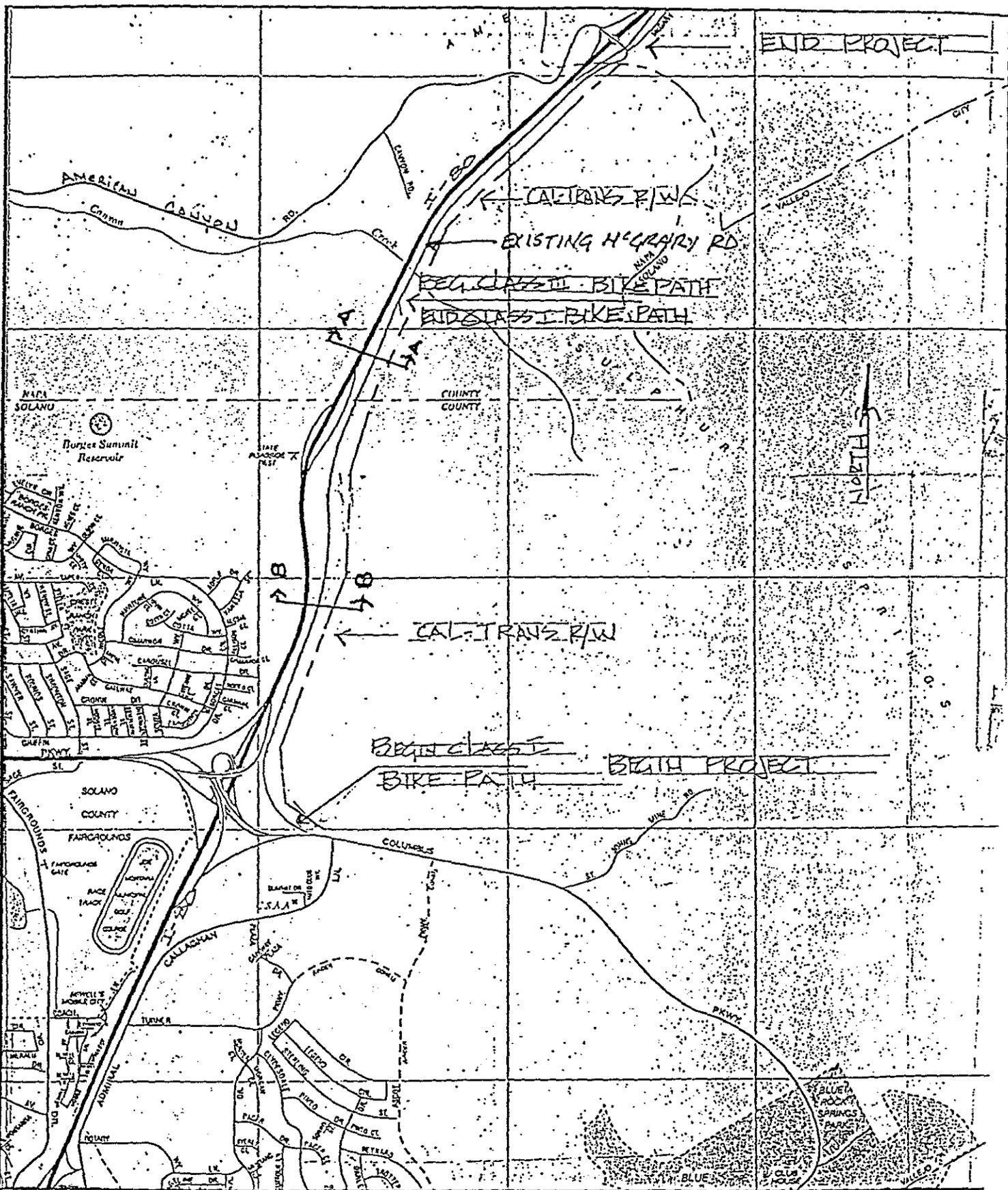
- F. Additional materials required (attach or indicate when each will be provided to MTC):

1. Project map
2. Environmental document. Please note that the copy of a Notice of Exemption or Negative Declaration which is sent to MTC must show a stamp of receipt for filing by the County Clerk or State Secretary of Resources.
3. Legal counsel's opinion that addresses three points (see TDA Application Document section):
 - (a) That the claimant is authorized to perform the project for which the funds are claimed.
 - (b) That the claimant is eligible to claim under Pub. Util. Code §99234.
 - (c) That there is no legal impediment to the claimant applying for funds or there is no pending or threatened litigation that might adversely affect the project or the ability of the claimant to carry out the project.
4. Governing body resolution approving the project and authorizing the submittal of a claim.

Comments:

See comments from Section I.

NOTE: References are to *Fund Application Manual*, MTC.



CITY OF VALLEJO

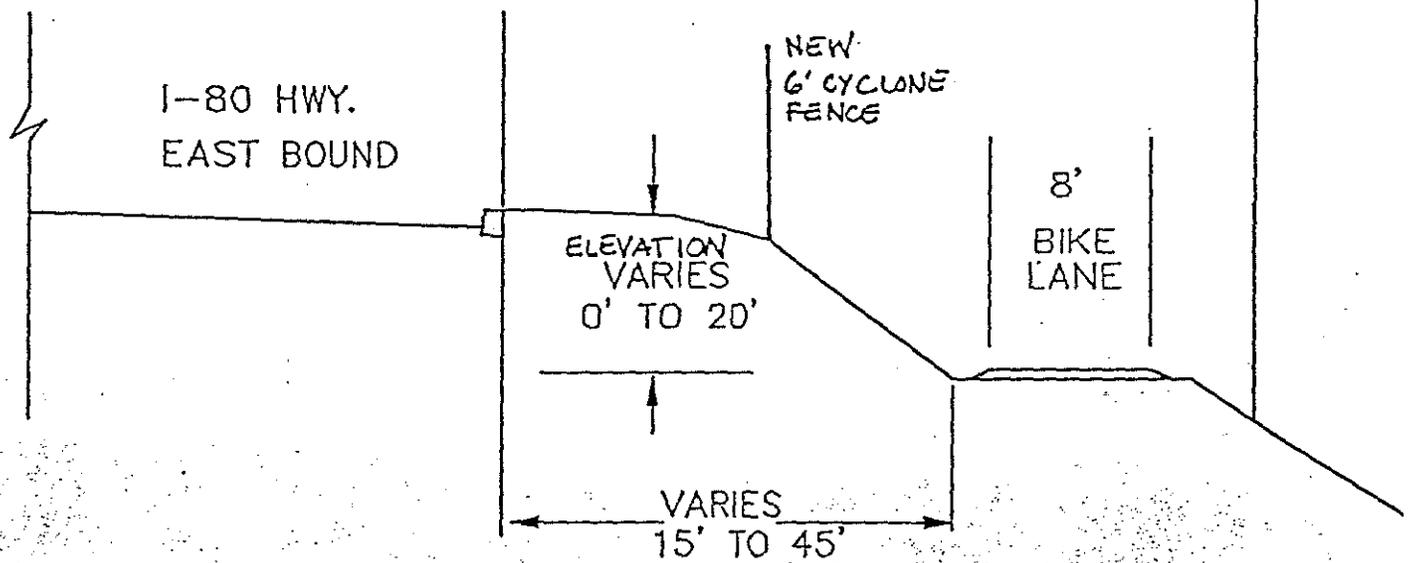
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DWG. NO. 0-00
DRAWN BY DRS
DATE 12/21/94
CHECKED FEG

SHEET 1 OF
FILE NO.
REF.
SCALE NONE

I-80_BIKE_PATH
PAGE 83
APPROVED: _____ ON _____ DATE _____
DIRECTOR OF PUBLIC WORKS

CAL-TRANS
R/W



NOTE:
PROPOSED BIKE LANE
WILL BE PLACED ON
ABANDONED STATE ROUTE 40.

CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

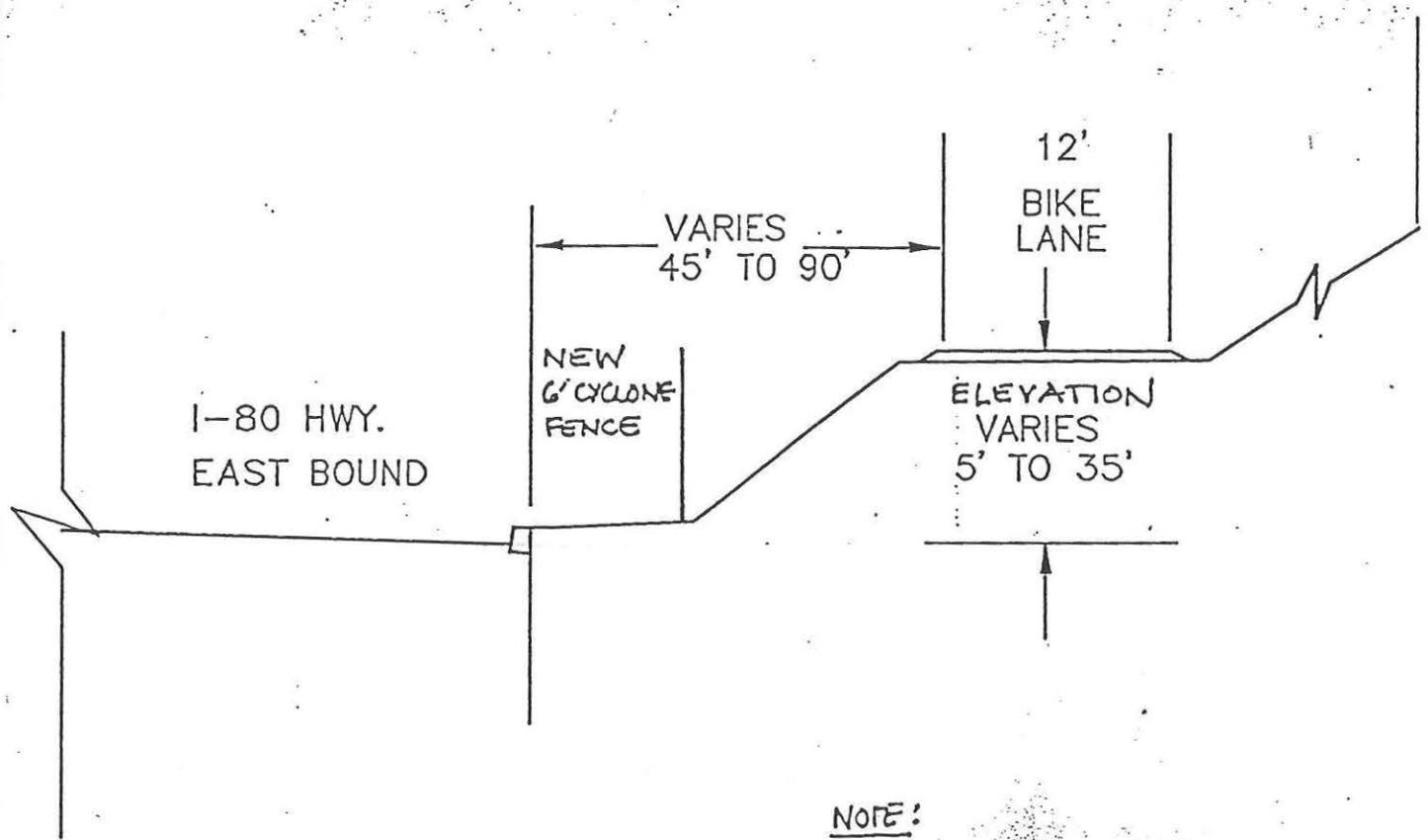
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DATE 12/22/94
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SHEET _____ OF _____
FILE NO. _____
REF. _____
SCALE NONE

I-80 BIKE PATH
SECTION A - PAGE 84

APPROVED: _____ ON _____ DATE _____
CITY ENGINEER

CAL-TRANS
R/W



NOTE:
PROPOSED BIKE LANE
WILL BE PLACED ON
ABANDONED STATE ROUTE 40.

CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DWG. NO. 0-00
DRAWN BY DRS
DATE 12/22/94
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SHEET _____ OF _____
FILE NO. _____
REF. _____
SCALE NONE

I-80 BIKE PATH SECTION B-PAGE 85

APPROVED: _____ ON _____ DATE _____
CITY ENGINEER

March 12, 1997
Agenda Item 9.1



DATE: March 5, 1997
TO: STA Board
FROM: Matt Todd
RE: Clean Air Bus Request

The Yolo County Transit Authority (YCTA) is applying for federal funds to purchase two CNG fueled transit buses and upgrade their fueling facility. Unitrans of U.C. Davis also has fourteen buses in this federal funds request. The YCTA has offered the STA to request a CNG fueled bus from this federal fund request for the Citylink Route 30 service as well.

The STA has been discussing possible operating arrangements with both YCTA and Unitrans, as well as Sacramento's Regional Transit, about providing operations and buses for Citylink Route 30 for FY 1997-98. Citylink Route 30 has depended on clean air funds from the Yolo/Solano Air Quality Management District (YSAQMD) for operating costs and is pursuing operating an alternative fueled bus on the route to decrease the emissions and to increase the funding potential. All three of these operators have invested in CNG capital and infrastructure and have expressed interest in providing services to the STA for this route.

The short term operating situation is still being discussed. This vehicle request, if the funding is granted, would resolve the long-term capital issue for a CNG bus on the route. Operating costs would also be reduced by owning the vehicle. Vacaville has expressed interest in operating the Route 30 service when they receive their two CNG buses (funded with CMAQ funds). If we receive the funding for another CNG vehicle, Vacaville could operate, fuel, and maintain this vehicle as well.

Recommendation

Approve resolution supporting the request for a CNG fueled vehicle for Citylink Route 30 as part of the Yolo County Transit Authority federal funding request.

RESOLUTION 97-

**RESOLUTION SUPPORTING FEDERAL ISTEAD DEMONSTRATION PROJECT:
COMBINED YOLOBUS, UNITRANS AND SOLANO TRANSPORTATION
AUTHORITY PROJECT - SEVENTEEN CNG TRANSIT BUSES AND CNG FUELING
STATION IN WOODLAND**

WHEREAS, Yolo County and eastern Solano County are part of a severe non-attainment area for ozone; and

WHEREAS, both the Unitrans system in Davis and the YOLOBUS system operate CNG buses and are converting their respective fleets totally to CNG buses, and have to that end purchased fifteen and thirteen CNG buses respectively, as well as CNG fueling infrastructure; and

WHEREAS, the Solano Transportation Authority which funds the operation of the Citylink Route 30 service along Interstate 80 corridor in eastern Solano County and Davis, has expressed a desire to operate this service with a CNG transit bus; and

WHEREAS, purchasing and upgrading the CNG fueling facility in Woodland is a key factor in YOLOBUS successfully operating CNG vehicles in its fleet; and

WHEREAS, this combined project would serve the needs of two counties and three transportation agencies; and

WHEREAS, this project would purchase seventeen fully equipped CNG transit buses, to be divided among the three agencies: fourteen to Unitrans, two to YOLOBUS, and one to the Solano Transportation Authority, with each party responsible for its portion of the local match; and

WHEREAS, this project would also purchase and upgrade the CNG fueling facility in Woodland.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby supports the request of \$5,256,000 in Federal Funds (local match \$1,264,000, total project cost \$6,520,000) for the purchase of seventeen CNG buses and the purchase and upgrade of the CNG fueling facility in Woodland.

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 March, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

March 12, 1997
Agenda Item 9.2



DATE: March 5, 1997
TO: STA Board
FROM: Matt Todd
RE: Yolo/Solano Air Quality Management District (YSAQMD) Clean Air Funds

At the February Board meeting, staff was authorized to prepare proposals for these clean air program funds for Citylink Route 30 and the Dixon-Davis Bike Route. At the February TAC, we also requested the summary sheets of other projects from STA jurisdictions. The projects we have received include:

STA	Dixon-Davis Bicycle Route (Phase 1)
STA	Citylink Route 30
City of Vacaville	Employee Commute Trip Reduction Program
City of Vacaville	Electric Vehicle for Utilities Division
City of Vacaville	Electric Vehicle Public Charging Stations
City of Vacaville	Southside Bikeway
City of Vacaville	Solano BART Express.

Attached is further information about the projects and/or the summary sheets of the applications. Though the applications were due to the YSAQMD on March 7, we would like to have the Board endorse the projects proposed in Solano. In future cycles of this funding, staff proposes to request an initial review at some level by the STA before review by the YSAQMD.

Recommendation

Approve the resolution supporting the YSAQMD Clean Air Funds project applications submitted by STA member jurisdictions.

Attachments

Dixon-Davis Bicycle Route (Phase 1)

It is expected this portion of the Dixon to Davis Bicycle Route from Old Davis Road Bridge to the U.C. Davis campus will cost approximately \$200,000. The STA will be applying for \$75,000 of YSAQMD funds to match \$93,000 that the County of Solano already has programmed for a street improvement project in the same area. The remaining approximately \$32,000 will be requested from U.C. Davis.

Citylink Route 30

In order to decrease the emissions and to increase the funding potential for this route, the STA will pursue an agreement with an established transit operator currently operating, maintaining and fueling alternative fueled vehicles to operate (including providing an alternative fueled vehicle) Citylink Route 30. It is proposed that the necessary funding be sought from the Yolo Solano Air Quality Management District for FY 1997-98. Staff is expecting a cost in the range of between \$130,000 and \$180,000 to fund and operate clean air vehicles on this route. There is about a \$95,000 reserve balance that is expected to be available for next year's service.

Employee Commute Trip Reduction Program

A voluntary trip reduction program focused at employees through their employers.

Electronic Vehicle for Utilities Division

Assistance for the purchase of an electric Chevy S-10 pickup.

Electric Vehicle Public Charging Stations

Five stations proposed at the city's corporation yard, easterly waste water treatment plant, intermodal transportation center, the Three Oaks Community Center, and Ulatis Cultural Center.

Southside Bikeway

Construct a class I trail on previously acquired right-of-way.

Solano BART Express

Also known as Route 40, which travels between Vacaville, Fairfield and Pleasant Hill BART.

RESOLUTION 97-

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

WHEREAS, Yolo/Solano Air Quality Management District (YSAQMD) has requested applications for the FY 1997-98 Clean Air Program of funds collected through AB8 and AB2766; and

WHEREAS, AB8 funds are collected through a property tax on eastern Solano County residents and AB2766 funds are collected through a vehicle registration surcharge on residents in the Yolo/Solano air basin; and

WHEREAS, the Solano Transportation Authority (STA) requests \$75,000 for Citylink Route 30 and \$75,000 for the Dixon-Davis Bike Route; and

WHEREAS, the city of Vacaville requests \$40,000 for the Employee Commute Trip Reduction Program, \$5,000 for an Electric Vehicle for the Utilities Division, \$10,000 for Electric Vehicle Public Charging Stations, \$75,000 for the Southside Bikeway Project, and \$150,000 for the Solano BART Express Service; and

WHEREAS, these projects meet the criteria established by the YSAQMD and will meet long range plans and programs of the STA and its member jurisdictions and help improve air quality in the Yolo/Solano air basin.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby supports the Clean Air Funds applications from the Solano Transportation Authority and the city of Vacaville.

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 March, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT

Application Form for Clean Air Funds

Fiscal Year 1997/98

PROJECT TITLE:

Dixon-Davis Bicycle Route (Phase 1)

CATEGORY:

- Clean Fuels Infrastructure/Vehicles []
- Alternative Transportation Program [X]
- Transit Services []
- Traffic Systems Management []
- Public Education/Information []

PROJECT APPLICANT:

Agency/Company Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue, Suite 200

(Street or P.O. Box)

Suisun City, CA 94585

(City)

(State)

(Zip Code)

Phone Number: (707) 422-6491

CONTACT PERSON:

Name: Dan Christians

Mailing Address: 333 Sunset Avenue, Suite 200

(Street or P.O. Box)

Suisun City, CA 94585

(City)

(State)

(Zip Code)

Phone Number: (707) 438-0654

BRIEF DESCRIPTION OF PROJECT:

The Dixon-Davis Bicycle Route is a proposed 7-mile commuter and recreational, bikeway connecting the two namesake cities. The bicycle route is also an integral part of the 1995 Solano Countywide Bicycle Plan and an important piece of a regional system eventually connecting Sacramento and San Francisco bikeways. Phase 1 will consist of Class II bicycle route shoulders along Old Davis Road from Old Davis Road Bridge to the U.C. Davis campus (see Draft Project Study Report, Dixon-Davis Bike Route-Segment 4 for more complete description).

FUNDING:

AB2766 Funding (Requested): \$ 25,000

AB8 Funding (Requested): \$ 50,000

Other Funding: \$ 93,000

\$ 32,000

\$ _____

\$ _____

\$ 200,000

Source:

Solano County

U.C. Davis; City of Davis

TOTAL PROJECT COST:

\$ 200,000

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1997/98

PROJECT TITLE:

Citylink Route 30

CATEGORY:

- Clean Fuels Infrastructure/Vehicles [X]
- Alternative Transportation Program []
- Transit Services [X]
- Traffic Systems Management []
- Public Education/Information []

PROJECT APPLICANT:

Agency/Company Name: Solano Transportation Authority

Mailing Address: 333 Sunset Avenue Suite 200
(Street or P.O. Box)

Suisun City CA 94585
(City) *(State)* *(Zip Code)*

Phone Number: (707) 422-6491

CONTACT PERSON:

Name: Matt Todd

Mailing Address: _____
(Street or P.O. Box)

(City) *(State)* *(Zip Code)*

Phone Number: (707) 438-0655

BRIEF DESCRIPTION OF PROJECT:

Citylink Route 30 is a transit service connecting the cities of Fairfield, Vacaville, Dixon, and Davis along Interstate 80. It is primarily a commuter service for work and school trips. It makes four round trips a day and has been in operation since September 1991. For FY 97-8, we are talking with transit operators who use alternative fuel vehicles and proposing to operate an alternative fueled vehicle on the route. A more detailed description is attached.

FUNDING:

AB2766 Funding (Requested): \$ 45,000

AB3 Funding (Requested): \$ 30,000

Other Funding: \$ 20,000

\$ 75,000

\$ _____

\$ _____

Source: Fares

STA Reserves

TOTAL PROJECT COST: \$ 170,000

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1997/98

PROJECT TITLE: <u>ELECTRIC VEHICLE FOR UTILITIES DIVISION</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles <input checked="" type="checkbox"/> Alternative Transportation Program <input type="checkbox"/> Transit Services <input type="checkbox"/> Traffic Systems Management <input type="checkbox"/> Public Education/Information <input type="checkbox"/>
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PROJECT APPLICANT:

Agency/Company Name: CITY OF VACAVILLE

Mailing Address: 650 MERCHANT ST
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5170

CONTACT PERSON:

Name: ED HUESTIS

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5424

BRIEF DESCRIPTION OF PROJECT:

PURCHASE 1997 CHEVROLET S-10 ELECTRIC PICKUP FOR USE BY PUBLIC WORKS UTILITIES DIVISION.

FUNDING:

AB2766 Funding (Requested):	\$ <u>5,000</u>		
AB8 Funding (Requested):	\$ _____		
Other Funding:	\$ <u>28,000</u>	Source:	<u>VEHICLE REPLACEMENT FUND</u>
	\$ _____		_____
	\$ _____		_____
	\$ _____		_____
TOTAL PROJECT COST:	\$ <u>33,000</u>		

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1997/98

PROJECT TITLE: <u>ELECTRIC VEHICLE PUBLIC CHARGING STATIONS</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles <input checked="" type="checkbox"/> Alternative Transportation Program <input type="checkbox"/> Transit Services <input type="checkbox"/> Traffic Systems Management <input type="checkbox"/> Public Education/Information <input type="checkbox"/>
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PROJECT APPLICANT:

Agency/Company Name: CITY OF VACAVILLE

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5170

CONTACT PERSON:

Name: ED HUESTIS

Mailing Address: 650 MERCHANT STREET
(Street or P.O. Box)

VACAVILLE, CA 95688
(City) (State) (Zip Code)

Phone Number: (707) 449-5424

BRIEF DESCRIPTION OF PROJECT: TO PURCHASE AND INSTALL FIVE ELECTRIC VEHICLE PUBLIC CHARGING STATIONS AT THE CITY'S CORPORATION YARD, EASTERLY WASTEWATER TREATMENT PLANT, INTERMODAL TRANSPORTATION CENTER, THE THREE OAKS COMMUNITY CENTER, AND AT THE ULATIS CULTURAL CENTER.

FUNDING:

AB2766 Funding (Requested):	\$ <u>10,000</u>	
AB8 Funding (Requested):	\$ _____	
Other Funding:	\$ <u>15,000</u>	Source: <u>REHABILITATION AND</u>
	\$ _____	<u>REPAIR FUND</u>
	\$ _____	_____
	\$ _____	_____
TOTAL PROJECT COST:	\$ <u>25,000</u>	

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1997/98

PROJECT TITLE:		CATEGORY:	
SOUTHSIDE BIKEWAY (MARSHALL ROAD TO HUME WAY)		Clean Fuels Infrastructure/Vehicles []	Alternative Transportation Program [X]
		Transit Services []	Traffic Systems Management []
		Public Education/Information []	
PROJECT APPLICANT:			
Agency/Company Name:	CITY OF VACAVILLE		
Mailing Address:	650 MERCHANT STREET (Street or P.O. Box)		
	VACAVILLE, CA	95688	
	(City)	(State)	(Zip Code)
Phone Number:	(707) 449-5170		
CONTACT PERSON:			
Name:	ED HUESTIS		
Mailing Address:	650 MERCHANT STREET (Street or P.O. Box)		
	VACAVILLE, CA	95688	
	(City)	(State)	(Zip Code)
Phone Number:	(707) 449-5424		
BRIEF DESCRIPTION OF PROJECT: CONSTRUCT A CLASS I, CALTRANS STANDARD BIKEWAY ON A PREVIOUSLY ACQUIRED, FORMER RAILROAD RIGHT-OF-WAY. THE COMPLETION OF THE SOUTHSIDE BIKEWAY WILL PROVIDE DIRECT ACCESS TO THE INTERMODAL TRANSPORTATION CENTER ADJACENT TO INTERSTATE 80 AND ALSO TO ALAMO DRIVE. THE SOUTHSIDE BIKEWAY IS ON THE SOLANO COUNTY BICYCLE PLAN. THE CROSS TOWN ROUTE PROVIDES A SAFER CONNECTION TO EXISTING BIKE ROUTES AND PROPOSED BIKEWAYS.			
FUNDING:			
AB2766 Funding (Requested):	\$	75,000	
AB8 Funding (Requested):	\$		
Other Funding:	\$	100,000	Source: CMAQ FUNDS
	\$		
	\$		
	\$		
TOTAL PROJECT COST:	\$	175,000	

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 1997/98

PROJECT TITLE: SOLANO BART EXPRESS (TYPE I. Operating assistance for commuter bus service)	CATEGORY: Clean Fuels Infrastructure [] Commute Alternative Programs [] Transit Services [X] Traffic Systems Management [] Public Education/Information []
------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

PROJECT APPLICANT:

Agency/Company Name:	City of Vacaville
Mailing Address:	650 Merchant Street Vacaville, CA 95688
Phone Number:	(707) 449-5330

CONTACT PERSON:

Name:	Ed Huestis
Mailing Address:	Transportation Systems Manager 650 Merchant Street Vacaville, CA 95688
Phone Number:	(707) 449-5424

BRIEF DESCRIPTION OF PROJECT:

The Solano BART Express is a joint transit service of the cities of Vacaville and Fairfield. Its aim to provide dependable and reliable commuter bus service between these cities and the Pleasant Hill BART station. This service was started on March 4, 1996 and since that time, ridership has steadily increased. The buses have the capability to serve over 50 passengers per trip, thus greatly reducing car/van emissions along the I-80/680 corridor. Estimated total annual cost of this service is \$300,000.

FUNDING:

AB 2766 Funding (Requested):	\$120,000	
AB 8 Funding (Requested):	\$ 30,000	
Other Funding:	\$75,000	Source: City of Fairfield
	\$75,000	Source: City of Vacaville (TDA & Fares)
TOTAL PROJECT COST:	\$300,000	

March 12, 1997
Agenda Item 9.3



DATE: March 5, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Funding for proposed Fairfield/Vacaville Train Station

The STA was granted \$498,000 from the state's 1994-95 Transit Capital Improvement (TCI) program to partially fund preliminary engineering, environmental clearance, and right of way acquisition for the proposed Fairfield/Vacaville Capitol Corridor passenger rail station. The City of Fairfield, which is the project manager*, will not have the necessary environmental clearance to request the funds prior to the expiration of the current grant's spending authority (June 30, 1997).

In January, the California Transportation Commission (CTC) authorized exchanging TCI program funds between program cycles in order to extend the allocation period for viable FY 1994-95 TCI projects beyond June 30, 1997.

Oakland staff has agreed to a proposal to swap the TCI funds currently programmed for the Fairfield/Vacaville Intercity Rail Station project for the same amount from Oakland's recommended FY 1997-98 funds, allowing additional time for the City of Fairfield to obtain the necessary environmental clearance to make use of the grant.

Recommendation

Approve the attached resolution and authorize the Executive Director to request the California Transportation Commission to exchange the \$498,000 for the Fairfield/Vacaville Train Station project for the same level of TCI funding recommended for Oakland's Ogawa Transit Center in FY 1997-98.

* The STA Board may want to request a STIP amendment naming the City of Fairfield as the lead agency at the time the actual funding allocation is requested.

RESOLUTION 97-

RESOLUTION AUTHORIZING AN EXCHANGE OF \$498,000 IN FY 1994-95 STATE TRANSIT CAPITAL IMPROVEMENT (TCI) FUNDS FOR FAIRFIELD/VACAVILLE INTERCITY RAIL STATION FOR FY 1997-98 TCI FUNDS RECOMMENDED FOR FRANK OGAWA PLAZA TRANSIT CENTER

WHEREAS, the Solano Transportation Authority (STA) was programmed to receive \$498,000 from the 1994-95 Transit Capital Improvement (TCI) program to partially fund preliminary engineering, environmental clearance, and right of way acquisition for the proposed Fairfield/Vacaville Capitol Corridor passenger rail station, and

WHEREAS, the City of Fairfield, which is the project manager for STA, will not have the necessary environmental clearance needed to receive right of way funds from the State prior to the expiration of the 1994-95 TCI grant's spending authority, and

WHEREAS, the California Department of Transportation (Caltrans) recently proposed its FY 1997-98 TCI Regional Guideway Plan; and

WHEREAS, the City of Oakland's Frank Ogawa Plaza Transit Center has been recommended to receive \$2,107,200 in 1997-98 TCI funds; and

WHEREAS, the City of Oakland's FY 1997-98 TCI funds will not be available for allocation until July 1, 1997 or until the FY 1997-98 state budget is approved; and

WHEREAS, construction on the overall Ogawa Plaza project will begin in April 1997, necessitating use of the City of Oakland's TCI funds prior to their availability and approval; and

WHEREAS, \$498,000 of FY 1994-95 TCI funds currently programmed for the Fairfield/Vacaville Intercity Rail Station project can be exchanged for the same amount from the City of Oakland's FY 1997-98 funds, allowing additional time for the City of Fairfield to obtain the necessary environmental clearance to complete their project; and

WHEREAS, in January 1997, the California Transportation Commission authorized exchanging TCI Program funds between program cycles in order to extend the allocation period for viable FY 1994/95 TCI Program projects beyond June 30, 1997;

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby requests that the California Transportation Commission approve exchanging \$498,000 of FY 1994-95 TCI funds currently programmed for the same amount of FY 1997-98 TCI funds to be awarded to the City of Oakland Frank Ogawa Plaza Transit Center.

Steve Lessler, Chairman
Solano Transportation Authority

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

Martin Tuttle, Executive Director
Solano Transportation Authority

(For Information Only)

March 12, 1997
Agenda Item 10.1



DATE: March 5, 1997
TO: STA Board
FROM: Dan Christians and Ann Jamison, Nelson\Nygaard Consulting Associates
RE: Status Report on Intercity Transit Coordination Study

Last October the STA Board approved an agreement with Nelson\Nygaard Consulting Associates to prepare the Solano Intercity Transit Coordination Study. This study is being spearheaded by the STA Board's Transit Steering Committee (Chairman Lessler, Vice-Chairman Erickson and Vice-Mayor Bill Patchell).

The Steering Committee has met monthly with the consultant, Ann Jamison of Nelson\Nygaard. Also a Transit Operators Workshop was conducted by the consultant on January 24 and another was scheduled for March 7.

To date there have been a number of interviews with various policy makers and transit operators staff. Also, peer review of other comparable transit systems has been compiled and analyzed for applicability to our needs.

The second workshop was planned to focus the discussion topics to three major areas:

1. Fixed Route Intercity Service
2. Marketing Directions and Priorities
3. Americans with Disabilities Act (ADA) Services Directions and Priorities

The committee thought that this would be a good opportunity for the consultant to update the full STA Board on the results of the study to date and the proposed tasks to be completed by the end of the fiscal year. Ann Jamison of Nelson\Nygaard Consulting Associates will be present to provide the status report.

(For Information Only)

March 12, 1997
Agenda Item 10.2



DATE: March 5, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Call for projects: 1998 State Transportation Improvement Program (STIP)

The STIP is a seven year program of transportation projects to be funded by the state. Every two years, projects are added to the last two year period to replace the projects that were funded during the first two years of the program. The new period to be programmed is 2004-2005. This is the first STIP programming since 1992. In 1994 and 1996 there was not adequate funding available for STIP programming. In those years projects were deleted from the STIP, rather than added to the STIP.

MTC currently estimates the Solano County minimum at \$14 million. This amount depends upon the Fund Estimate for the entire state. County minimums are calculated based on the total amount of transportation funding available statewide, the Fund Estimate, and then divided 60 percent to the 13 southern California counties and 40 percent to the 45 northern California counties. The northern California funding is distributed 70 percent to counties based upon a formula of percentage of population and percentage of state highway miles. The 70 percent is the county minimum. The CTC controls the remaining 30 percent. This discretionary amount allows the CTC to program some projects that exceed the county minimum. This allows counties to request, or "bid", for projects that exceed their minimum allocation of funding.

The Fund Estimate is currently under development by Caltrans, and requires CTC approval. There are several unresolved issues that could impact that estimate. The current estimate assumes that \$500 million in State Highway Account funds will be used to cover the shortfall on the seismic retrofit program. If more than \$500 million in State Highway Account funds are used to meet the seismic retrofit shortfall, the entire Fund Estimate, and the local county minimums will be reduced. The recent flooding has damaged many state highways. The funding to repair those damages could exceed the funds available, and also reduce the entire Fund Estimate and the local county minimums.

The bid target, or maximum allowable request, could be 150 to 200 percent of the minimum. Counties proposing only one project may exceed the bid target by any amount, but a proposal that greatly exceeds the bid target may not be attractive to the CTC. The STA has determined that seeking \$2 million in funding to backfill the I-80 Reliever Route funding that was transferred to Highway 12 is a STIP priority. This may preclude exceeding the bid target for any project other than Phase 1 of the I-80 Reliever Route.

As a prerequisite for STIP funding, a project must first be included in a Regional Transportation Improvement Program (RTIP) adopted by a Regional Transportation Planning Agency (RTPA).

MTC is the RTPA for the Bay Area. As a prerequisite for inclusion into the MTC RTIP, a project must first be included in the Capital Improvement Program (CIP) of the local Congestion Management Plan (CMP) adopted by the Congestion Management Agency (CMA). The STA is the CMA for Solano County. This process allows for a ground up process that is controlled at the local level.

The criteria for Flexible Congestion Relief (FCR) funding, the major source of STIP funding for the Bay Area, heavily favors congestion relief. It does not consider rehabilitation as an eligible project. In the past the CTC has not considered bicycle/pedestrian projects as eligible for FCR funding. The MTC Fund Programming Working Group (FPWG) presently assumes that bicycle/ped projects will not be eligible for STIP funding, but MTC staff is seeking confirmation from CTC staff on that issue. The FPWG will recommend a minimum project funding request of \$500,000.

Caltrans has prepared their recommendations to the department's Director Van Loben Sels for proposed STIP projects from Solano County. Due to the short preparation time allowed for development of recommendations, the Caltrans recommendations were developed with little input from the STA, and do not reflect STA priorities or funding strategies. Note that Caltrans District 4 proposed STIP funding for the I-680/80 interchange improvements. The STA Board has approved a strategy of seeking Regional Measure 1 (RM1) funding for this project. STA staff will work with Caltrans to reach a consensus of a STIP recommendation for Solano County. A copy of a memo outlining their proposed priorities for STIP funding is attached.

In December, again on very short notice, the STA prepared a memo on potential Solano County STIP projects at the request of MTC staff. MTC staff was responding to a request from CTC staff that allowed very little time for response. This memo was previously included in an STA agenda package. As noted in the memo, this list was based upon the STA's list of priority projects, and does not constitute any commitment on the part of the STA to seek funding for any of the projects mentioned (see attached).

In order provide adequate time to the TAC, STA staff, and the STA Board to review potential projects and develop a strategy for maximizing STIP funding for Solano County, the STA is calling for STIP project nominations for the March TAC meeting. Project sponsors are requested to provide a short project description and cost estimates for that meeting.

Recommendation

In the coming months, STA staff will work with the STA Board and the TAC to develop proposed strategies to help facilitate a consensus position on the '98 STIP and to maximize Solano funding in the upcoming STIP cycle. We will keep the STA Board and TAC updated on the process as it evolves and when applications are formally sought.

Attachments

SCHEDULE FOR DEVELOPMENT OF 1998 STIP (TENTATIVE)

MTC Work Program Committee reviews draft criteria and application package.	March 1
Informal nominations due to STA.	March 26
Draft Fund Estimate to the CTC.	April 2
MTC approves criteria and application package.	April 23
Final Fund Estimate to CTC.	April 30
Completed formal applications for project nominations to STA staff.	May 1
Project nominations and staff recommendations to STA Board.	May 14
STA Board reviews draft bid list.	June 11
STA's draft bid list to MTC.	June 15
MTC begins evaluation of candidate projects.	June 15
STA's final bid list to MTC.	June 27
MTC staff issues draft project rankings.	July 15
Draft rankings to MTC Work Program Committee.	July 11
MTC Work Program Committee holds hearings on draft RTIP.	August 8
MTC adopts RTIP.	September 12
RTIP to CTC.	September 15
Northern and Southern STIP hearings.	October TBD
CTC adopts '98 STIP.	December 9/10

MTC - Metropolitan Transportation Commission.

CTC - California Transportation Commission.

RTIP - Regional Transportation Improvement Program.

STIP - State Transportation Improvement Program.

Project nomination - a request to include a project for funding.

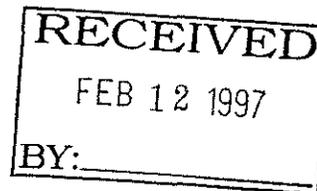
Bid list - List of requested projects.

Fund Estimate - estimate of amount of transportation funding available statewide.

FCR - Flexible Congestion Relief funding - the major source of STIP funding for urban areas.

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



February 6, 1997

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

Dear Mr. Tuttle:

Attached as requested is the list of proposed projects for the 1998 STIP in Solano County that District 4 presented to Caltrans Headquarters on January 30, 1997. Please note that this list is subject to change.

Even though the I-80 reliever route was not listed as one of the priority projects, it was highlighted on the map for discussion that this reliever route is a priority project with the Solano County Transportation Authority.

Please call me at (510) 286-6011, if you have any questions.

Sincerely,

HARRY Y. YAHATA
District Director

By

A handwritten signature in cursive script, appearing to read "Saaïd Fakharzadeh".

SAAID FAKHARZADEH
District Office Chief
Design North Counties

Attachment

SOLANO COUNTY

PROPOSED PROJECTS for 1998 STIP



Priority Proposed Projects

- 1** Sol-80/680: Reconstruction connectors and I-80 aux lanes
- 2** Sol-37/29: 4-lane fwy, Rte 37/29 I/C
- 3** Sol-12: Two lane expressway on new alignment, from Denverton Railroad Bridge to Currie Road
- 4** Sol-12: Near Rio Vista; widen to 4 lane expwy & 4-lane conventional hwy (50% local)
- 5** Sol-12: Widen to 4 lane expwy from Nap/Sol Co. line to Red Top Rd

1996 STIP

- A** Sol-37: Napa River Br to Rte 29; 4-lane fwy
- B** Sol-80: Carquinez Br retrofit & WB replacement
- C** Sol-680: Benicia Br new span

1998 STIP CANDIDATE PROJECTS SOLANO COUNTY

Solano: Priority 1

Route	80
P.M.	12.8 to 14.2
Location	In Solano County in Fairfield from Green Valley road to Cordelia Truck Weigh Station.
Project Description	Reconstruct Route 680 Direct connectors and construct Route 80 Auxiliary lanes.
Estimated cost (incl. R/W)	\$ 4,900,000 (1997)
Current funding	NONE
Advantages to the State Highway/ Regional System	These improvements will improve traffic operations and level of service and will increase the capacity of the northbound route 680 connector.
Consistent with CMA priorities?	This project is one of the top priorities projects with the Solano County Transportation Authority (STA).
Current Status:	
EA	EA 10-44590K
PSR status	PSR was approved on 7/02/92
Other	
Comments	The STA has indicated that they will not support this project as a STIP project. They would like this project funded from the toll bridge funds or from the future proposed Solano County Sales Tax Measure.

Solano: Priority 2

Route	37
P.M.	9.2/10.5
Location	In Solano County, in Vallejo, from Napa River Bridge to Sonoma Blvd.(Route 29).
Project Description	To construct a four lane freeway from Enterprise Street to Diablo Street, full SR37/29 interchange, structures at Broadway/SPRRR and Mini Drive.
Estimated cost (incl. R/W)	<u>\$38.1 M</u> (1997)
Current funding	
Advantages to the State Highway/ Regional System	Route 37 is the only direct principal arterial connector from Route 101 near Novato in Marin County to Route 80 in Vallejo and is the North Bay Area's main connection between the coastal region and the San Joaquin Valley. It is a major route for both commuter and recreational traffic. The North Bay Area has grown considerably in recent years creating great traffic demand through the project area. This project is the second phase in two to have a continuous freeway on Route 37 between Mare Island and Route 80 to address the growing congestion on this critical section of State Highway.
Consistent with CMA priorities?	Yes. This project is high priority for Solano County.
Current Status:	
EA	10-327020
PSR status	Approved on 1/3/83
Other	District 10 is preparing the Environmental Document for this project. Environmental approval is scheduled in 1997.
Comments	This project (Proj# 0831C) is the second phase in an effort to construct a four lane freeway from Napa River Bridge to Diablo Street in Vallejo. This is funded for R/W only.

Solano: Priority 3

Route	12
P.M.	14.7/20.6
Location	East of Suisun City from Denverton railroad bridge to Currie Road.
Project Description	Providing a two-lane expressway, primarily on a new alignment, alternating passing lanes and improve profile from Denverton railroad bridge to Currie Road.
Estimated cost (incl. R/W)	\$12,000,000 (1997)
Current funding	NONE
Advantages to the State Highway/Regional System	This route is on the 1989 established Interregional Road System. It is the only east/west route between Stockton and Sacramento which connects the Central Valley to the North Bay Area, and serves a variety of transportation needs including interregional, recreational, commuter, farm-to-market and truck traffic.
Consistent with CMA priorities?	This project is one of the priority projects with the Solano County Transportation Authority.
Current Status:	
EA	NONE
PSR status	Not available, preliminary planning stage only.
Comments	This long term improvement must first be included in MTC's Regional Transportation Plan (RTP). This project is the number 1 priority, long term improvement identified in the HR-45 report approved by the California State Assembly on June 15, 1994.
Fact Sheet Updated	February 6, 1997

Solano: Priority 4

Route	12
P.M.	22.4/26.2
Location	In and near Rio Vista from 0.3 mile west of Azevedo Road to Sacramento River Bridge.
Project Description	Providing a four-lane expressway with access control from Azevedo Road to Drouin Drive and a four-lane conventional highway with a two-way left turn lane from Drouin Drive to Sacramento River Bridge.
Estimated cost (incl. R/W)	<u>\$ 18.3 M.</u> (1997)
Current funding	NONE
Advantages to the State Highway/Regional System	It is on the 1989 established Interregional Road System. It is the only east/west route between Stockton and Sacramento which connects the Central Valley to the North Bay Area, and serves as a variety of transportation needs including interregional, recreational, commuter, farm -to- market and truck traffic.
Consistent with CMA priorities?	This project is one of the priority projects with Solano County Transportation Authority.
Current Status:	
EA	31490K
PSR status	PSR was approved on August 12, 1992.
Other	
Comments	This project is the number 2 priority long term improvement on Solano 12 identified in the HR 45 report approved by the assembly on June 15, 1994. The City of Rio Vista is planning extensive growth in the next 15-20 years. The proposed growth will expand the City to roughly seven times it current size, (current population 3,316: 1990 Census). It is anticipated that at least 50% of this cost will come from local sources.

Solano: Priority 5

Route	12
P.M.	0.0/R2.6
Location	In Solano County from Napa/Solano County line to East of Red Top Road.
Project Description	Widen Route 12 from a two-lane conventional highway to a four-lane divided expressway.
Estimated cost (incl. R/W)	\$ 20.5 M (1997)
Current funding	NONE
Advantages to the State Highway/ Regional System	Route 12 in the project area is an important east-west link for motorists between the southern Napa Valley and the Fairfield/Suisun Valley areas. The present two-lane highway, paralleling the Southern Pacific Railroad through Jameson Canyon between Route 29 and Interstate 80 near Cordelia, is an important link in the Federal Aid Primary System.
Consistent with CMA priorities?	This project is not one of the top priority projects with Solano County Transportation Authority at this time.
Current Status:	
EA	10 - 36670K
PSR status	Approved on 5/31/89
Other	
Comments	Route 12 is part of the Interegional Road System.



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

MEMORANDUM

DATE: December 24, 1996

TO: Therese McMillan

FROM: Martin Tuttle

RE: Potential Solano County STIP projects

Martin Tuttle
Executive Director

This memo is in response to your request of December 23 to provide a list of potential STIP projects in Solano County. This list does not constitute a commitment on the part of the Solano Transportation Authority. The STA has not yet solicited 98 STIP projects, nor has the STA Board determined any relative priority of the projects shown in this memo. These projects are simply the projects from the STA list of priority projects that are eligible for STIP funding, and could possibly be delivered in the 1998-2000 time frame.

- **I-80 at I-680 interchange improvements** **\$5 million**

Caltrans would be the lead agency on this project. This project has a completed PSR. It is currently unfunded. No environmental document has been prepared for the project.

- **Relocate Highway 113 (in the City of Dixon)** **\$8 million**

Caltrans would be the lead agency on this project. No PSR has been prepared for this project. It is currently unfunded. No environmental document pending. The major purpose of the project is to divert heavy truck traffic from downtown Dixon.

- **Highway 37 at Highway 29 interchange** **\$37 million**

Caltrans is the lead agency on this project. This is the second phase of the Highway 37 project. This portion of the project is currently unfunded. The four laning of Highway 37 from the Napa River Bridge to Highway 29 in currently programmed in the STIP. The project has a completed PSR, and the environmental approval is pending for both projects, and expected by the end of 97.

● **I-80 Reliever Route**

Cost to be determined

The STA would be the lead agency on this project. Cost estimates are currently under development as part of the ongoing I-80 Reliever Route Implementation Plan. The implementation plan will serve as a PSR equivalent for this project that parallels I-80 between Highway 12 and I-80. This portion of the project is currently unfunded. The detailed cost estimates will be available in mid-January.

I hope this material meets your needs. If you have any questions or comments, please contact me, or Kim Kloeb at (707) 438-0653.

Best wishes for a happy holiday.

cc: STA Board

SUMMARY OF CURRENT COUNTY MINIMUM STATUS
Includes STIP Amendments and Project Allocations through December, 1996
(1,000's)

County	1997	1997-2001 Period		Status at FY 2001		FY 2001-05
	Deficit Carryover	Amount Programmed	County Minimum	Cum Deficit	Net Surplus	Amount Programmed
Alameda	0	40,707	64,159	23,452	0	0
Alpine	0	1,409	1,797	388	0	0
Amador/Calaveras	0	13,902	8,744	0	5,158	0
Butte	20,726	33,685	12,328	0	633	0
Colusa	0	2,604	3,181	577	0	0
Contra Costa	0	6,502	39,903	33,401	0	5,838
Del Norte	1,390	11,768	3,024	0	7,354	0
El Dorado LTC	466	13,417	7,271	0	5,680	0
Fresno	0	56,830	42,123	0	14,707	0
Glenn	0	0	3,481	3,481	0	0
Humboldt	0	1,311	12,608	11,297	0	0
Kings	0	0	8,044	8,044	0	0
Lake	0	1,732	5,228	3,496	0	0
Lassen	0	0	7,693	7,693	0	0
Madera	0	16,500	6,867	0	9,633	0
Marin	10,864	31,552	12,656	0	8,032	0
Mariposa	970	4,530	3,138	0	422	0
Mendocino	0	69,823	11,793	0	58,030	0
Merced	0	29,797	13,712	0	18,085	0
Modoc	0	0	4,197	4,197	0	0
Monterey	16,683	95,061	22,704	0	55,674	0
Napa	8,044	28,362	7,535	0	12,783	0
Nevada	0	18,481	6,402	0	12,079	0
Placer TPA	0	0	10,356	10,356	0	0
Plumas	0	1,485	4,755	3,270	0	0
Sacramento	96,150	135,413	53,350	14,087	0	0
San Benito	0	2,187	3,625	1,438	0	0
San Francisco	0	37,782	34,536	0	3,246	0
San Joaquin	2,428	5,434	27,961	24,955	0	0
San Mateo	0	60,029	34,829	0	25,200	0
Santa Clara	0	121,608	75,088	0	46,520	0
Santa Cruz	0	8,496	13,337	4,841	0	0
Shasta	0	0	13,446	13,446	0	0
Sierra	0	0	2,214	2,214	0	0
Siskiyou	0	2,500	9,404	6,904	0	0
Solano	10,036	46,771	19,263	0	17,472	0
Sonoma	0	2,899	23,144	20,245	0	0
Stanislaus	0	0	21,121	21,121	0	0
Sutter	0	3,405	4,773	1,368	0	0
Tahoe RPA	0	0	3,253	3,253	0	0
Tehama	1,733	6,719	6,675	1,689	0	0
Trinity	5,220	0	4,880	10,099	0	0
Tuolumne	0	34,851	5,465	0	29,386	0
Yolo	0	8,166	10,369	2,203	0	0
Yuba	84	36,439	4,080	0	32,274	0
Discretionary			297,647			
NORTH	174,795	992,157	992,157	237,516	360,369	5,836
Imperial	0	64,695	13,749	0	50,946	41,711
Inyo	0	17,095	11,681	0	5,414	3,141
Kern	0	82,527	38,717	0	43,810	0
Los Angeles	0	336,071	283,982	0	52,089	364,224
Mono	0	3,690	8,557	4,867	0	0
Orange	42,122	159,712	77,162	0	40,428	22,494
Riverside	0	99,990	52,496	0	47,494	20,000
San Bernardino	0	19,352	73,565	54,213	0	0
San Diego	0	112,550	88,704	0	23,846	134,400
San Luis Obispo	0	4,918	15,983	11,065	0	0
Santa Barbara	29,660	51,513	18,797	0	3,056	0
Tulare	19,457	65,670	18,425	0	27,788	0
Ventura	0	23,076	26,786	3,710	0	0
Discretionary			312,258			
SOUTH	91,239	1,040,859	1,040,859	73,854	294,873	585,970
Statewide	266,034	2,033,016	2,033,016	311,371	655,241	591,806

(For Information Only)

March 12, 1997
Agenda Item 10.3



DATE: March 5, 1997
TO: STA Board
FROM: Dan Christians
RE: Applications submitted for 1997-98 BAAQMD Clean Air Program

Staff calculates that there will be approximately \$346,000 of funding available for 1997-98 projects. On February 26, the following applications were received:

City of Benicia	Feeder service to Pleasant Hill BART and Vallejo Ferry	\$150,000
Solano County (SCI)	Multi-modal marketing including intercity transit map	\$44,000
Solano County (SCI)	Local multi-modal marketing including guaranteed return trip program	\$30,000
STA	Match for providing clean air vehicle for Citylink (Route 30)	\$ 5,000
City of Suisun City	Feeder service to Suisun City-Fairfield Amtrak Station (Route 5 of Fairfield-Suisun Transit)	\$75,000
City of Vallejo	Feeder service from Vacaville to Vallejo Ferry Terminal to El Cerrito BART/Route 90 extension	<u>\$209,536</u>
TOTAL REQUESTS		\$513,536

The Air District has recently informed the STA that they may no longer be able to approve shuttle services unless they are shown to have a net reduction of air emissions. According to their calculations, the services must either have increased ridership or convert to clean air vehicles like compressed natural gas or electric (see attached letter from Air District dated February 25, 1997).

As part of the STA's recently approved guidelines for 1997-98, the STA Board's Transit Steering Committee was designated to review and make recommendations on qualifying and recommending the funding for these applications. Of course we will try and make sure that the strongest applications (i.e. net reductions in air emissions) will be recommended to the Board for submittal to the Air District. In addition we believe that all recommended applications should directly implement the pending Intercity Transit Coordination Study.

Recommendation

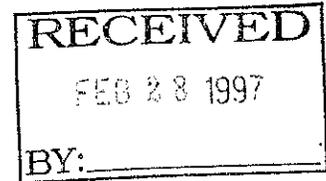
No recommendation at this time. The Transit Steering Committee was scheduled to review the applications immediately prior to this evening's meeting. It is not necessary for the Board to take an action on this item until the April meeting.



BAY AREA AIR QUALITY MANAGEMENT DISTRICT

February 25, 1997

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



ALAMEDA COUNTY
Scott Haggerty
Greg Harper
(Vice-Chairperson)
Mary King
Ben C. Tarver

RE: FY 97 TFCA Funding of the Fairfield and Benicia Shuttle Projects

CONTRA COSTA COUNTY
Joseph Canclamilla
Paul Cooper
Gayle Uikema

Dear Martin Tuttle:

MARIN COUNTY
Harold C. Brown, Jr.

Air District review and evaluation of Solano County's Program Manager Transportation Fund for Clean Air (TFCA) Fiscal Year 95 report indicates that the Fairfield and Benicia Shuttle projects do not reduce motor vehicle air emissions. These two projects do not reduce emissions because the diesel-powered shuttle buses have significantly higher emissions than the automobiles whose trips are being displaced. To achieve emission reductions, the shuttles must have increased ridership, or the shuttle service needs to be provided with a clean air vehicle.

NAPA COUNTY
VACANT

SAN FRANCISCO COUNTY
Susan Leal
Mabel Teng

As mandated in the TFCA enabling legislation, all TFCA-funded projects must reduce air emissions from motor vehicles. Unless Solano County's Program Manager expenditure plan for FY 97/98 proposes modifications to the shuttle service operations to achieve emission reductions, the Air District will be unable to approve the use of TFCA funding for these projects in FY 97/98.

SAN MATEO COUNTY
Jerry Hill
Michael Nevin
(Secretary)

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

One option available for the continued funding of the shuttles is to operate the services with clean air vehicles. Operating the Fairfield shuttle service with compressed natural gas or electric vehicles and the Benicia shuttle service with electric vehicles would result in the projects achieving emission reductions. Air District staff is available to assist in evaluating the potential to operate these shuttle services with clean air vehicles.

SOLANO COUNTY
William Carroll

If you wish to schedule a meeting, or have any questions, please contact Joseph Steinberger at (415) 749-5018.

SONOMA COUNTY
Jim Harberson
(Chairperson)
Patricia Hilligoss

Sincerely,

Ellen Garvey
Air Pollution Control Officer

Ellen Garvey
Air Pollution Control Officer

cc: Supervisor William Carroll
Dan Christians

PAGE 116

(For Information Only)

March 12, 1997
Agenda Item 10.4



DATE: March 5, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Preliminary Draft 1997-98 Budget

The Executive Committee reviewed the preliminary draft STA Budget for 1997-98 and directed staff to work with the TAC on developing specific projects to include in the project development portion of the budget. The finalized budget will be agendized for STA Board consideration at our meeting of April 9.

The preliminary budget basically maintains general operations and programs at current levels with the following changes:

1. Salaries and benefits increases are needed primarily to reflect the STA's employer contribution to PERS (approximately 7.8%) which will be effective for the entire next year and beyond. A proposed new 401 (a) deferred compensation benefit costing the STA \$3,000, or 1% increase on all salaries, is included. The remainder of the increase for this line item reflects the full year costs of any step increases already authorized.
2. Accounting will be reduced by \$20,000 since those start-up costs were only a one year expense to set up the accounting system with Vacaville.
3. A proposed \$2,500 membership in SEDCORP is proposed.
4. Project Development fund to advance STA Board "priority projects" is proposed to be \$100,000.
5. A contingency of about \$32,000 is earmarked.
6. Citylink service is proposed to increase from \$110,000 to \$170,000 to cover the estimated costs of using a clean air vehicle (contingent on YSAQMD funding).
7. TDA planning and administration and Gas Tax contributions from each STA member is proposed to increase slightly by 4% from each source. The proposed contributions from each member jurisdiction is attached. (TDA and gas tax revenues from MTC and the State are expected to go up an average of at least 4% to member jurisdictions over last year). It should also be noted that the STA returned \$100,085 back to the Local Transportation Fund (LTF) last year for use by Solano transit operators. This return of funds and the projected growth in TDA make the availability of these funds appear fairly good for transit operations next year.

8. The TDA operations claim for Solano Paratransit is proposed to increase by 2% to cover any minor increase in overall operating costs for existing services, and \$12,000 is added for the new Dixon-Davis weekly paratransit service.

Recommendation

It is recommended that the board review the attached preliminary draft budget and proposed member contributions for 1997-98 and make any suggested changes. The final budget will be agendized for STA Board approval at the April 9 meeting.

DRAFT STA 1997-98 BUDGET

Expenditures	1996-97	EXPEN. YTD	PROJECTED	PROPOSED
General Operations	BUDGET (12/11/96)	As of 01/31/97	XPEND. TO 6/30/97	1997-98
Salaries & Benefits	\$331,248	\$181,495	\$331,248	\$365,648
Stipends	\$6,600	\$2,700	\$6,600	\$6,600
Legal	\$5,100	\$2,656	\$5,100	\$5,100
Personnel	\$8,000	\$5,919	\$8,000	\$5,000
Accounting	\$46,900	\$23,884	\$46,900	\$26,000
Other technical services	\$25,000	\$0	\$25,000	\$25,000
Building rent	\$33,840	\$28,264	\$33,840	\$33,840
Mileage reimbursement	\$1,500	\$808	\$1,500	\$1,500
Travel/Training	\$3,000	\$1,275	\$3,000	\$3,000
Professional Membership	\$500	\$215	\$500	\$3,000
General Supplies	\$20,000			
Supplies		\$4,691	\$6,000	\$9,000
Printing / Binding		\$3,599	\$6,500	\$6,500
Postage		\$5,247	\$7,950	\$7,950
Mailing		\$140	\$250	\$250
Small Tools & Equipment		\$159	\$300	\$300
Telephone	\$6,000	\$2,709	\$6,000	\$8,000
Audit services	\$13,500	\$6,400	\$10,000	\$10,000
Copier/equipment/furniture	\$8,000	\$1,752	\$8,000	\$8,000
Project Development				\$100,000.00
Transportation Plan Update	\$28,400	\$0	\$0	
Benicia - Martinez and Carquinez	\$20,000	\$11,761	\$20,000	
Bike Plan Implementation	\$15,000	\$11,026	\$15,000	
Intercity Transit Study	\$4,000	\$4,000	\$4,000	
I-80 Reliever Route	\$30,500	\$0	\$30,500	
Longe Range Rail Alternatives	\$25,000	\$0	\$25,000	
Small Projects	\$21,500	\$2,673	\$21,500	
Contingency	\$27,000	\$0	\$27,000	\$32,391
SUBTOTAL	\$680,588	\$301,373	\$649,688	\$657,079
Programs				
Abandoned Vehicle Abatement	\$275,000	\$73,407	\$275,000	\$300,000
TFCA Air Quality	\$346,495	\$5,820	\$346,495	\$346,153
Solano Paratransit Operations	\$260,000	\$60,391	\$260,000	\$278,500
Solano Paratransit Farebox Penalty				\$6,576
City Link	\$110,000	\$23,852	\$110,000	\$170,000
SUBTOTAL	\$991,495	\$163,470	\$991,495	\$1,101,229
TOTAL	\$1,672,083	\$464,843	\$1,641,183	\$1,758,308

Revenues	1996-97	REC'D YTD	PROJECTED	PROPOSED
General Operations Portion	BUDGET (12/11/96)	As of 1/31/97	REC'D TO 6/30/97	1997-98
TDA Planning & Admin.	\$231,112	\$115,556	\$231,112	\$240,356
STP Planning	\$100,000	\$0	\$100,000	\$100,000
Gas Tax Contributions	\$233,476	\$230,820	\$231,112	\$240,356
TDA Solano Paratransit Operations	\$260,000	\$123,700	\$260,000	\$278,500
BAAQMD-TFCA Program	\$361,495	\$241,089	\$290,000	\$311,058
Abandoned Vehicle Abatement	\$275,000	\$0	\$275,000	\$285,000
YSAQMD CityLink	\$110,000	\$0	\$76,000	\$95,000
Revenues from Fund Balance				
Abandoned Vehicle Abatement				\$20,000
BAAQMD-TFCA Program			\$71,495	\$53,095
YSAQMD CityLink			\$34,000	\$75,000
Transfer From Gen. Op. Fund Bal.	\$101,000	\$101,000	\$101,000	\$53,366
Transfer fr. Gen. Op. - Farebox penalty				\$6,576
TOTAL	\$1,672,083	\$812,165	\$1,669,719	\$1,758,308

General Operations Portion	
	9. \$240,356
	\$100,000
	\$240,356
	\$18,000
	\$5,000
	\$20,000
	\$53,095
	\$75,000
	\$53,366
	\$6,576
General Operations Portion	\$657,079

1. Includes PERS employer contributions and \$3,000 for new 401(a) program, and includes \$18,000 admin. from BAAQMD Clean Air Fund and \$5,000 admin. from Abandoned Vehicles Abate. Fund.
2. Accounting costs expected to decrease this year because start up costs only needed for 96-7.
3. Includes \$2,500 for SEDCORP membership.
4. Proposed source of P.D. funds come from \$53,942 remainder of 95-6 fund balance, and \$46,058 portion of federal STP planning grant expected for 97-8.
5. Additional \$1,000 was authorized for TCI station consultant work by Board on 8/14/96.
6. Includes 2% overall increase from 96-97 and \$12,000 for new Dixon-Davis service.
7. Farebox penalty for 1994-5.
8. Includes estimated costs to contract for operation of a clean air vehicle.
9. Includes 4% cost of living increase (overall projected TDA revenues increased average of 4% for all Solano jurisdictions).
10. Includes proposed TDA operations claim of \$250,680 and \$27,820 of fares.
11. Includes YSAQMD clean air grant of \$75,000 and \$20,000 from fares.
12. Farebox penalty for Solano Paratransit has to come from non-TDA sources.

PROPOSED 1997-98 COST DISTRIBUTIONS

Proposed Distribution of TDA Contributions for Planning and Administration

	POP *	PERCENT	POP COST
BENICIA	27,200	7.29%	\$17,524
DIXON	13,100	3.51%	\$8,440
FAIRFIELD	86,900	23.29%	\$55,988
RIO VISTA	3,660	0.98%	\$2,358
SUISUN CITY	25,500	6.84%	\$16,429
VACAVILLE	84,200	22.57%	\$54,249
VALLEJO	112,300	30.10%	\$72,353
UNINCORPORATED	20,200	5.41%	\$13,015
TOTALS	373,060	100.00%	\$240,356

Proposed Gas Tax Subvention Funds

	POP	PERCENT	POP COST
BENICIA	27,200	7.29%	\$17,524
DIXON	13,100	3.51%	\$8,440
FAIRFIELD	86,900	23.29%	\$55,988
RIO VISTA	3,660	0.98%	\$2,358
SUISUN CITY	25,500	6.84%	\$16,429
VACAVILLE	84,200	22.57%	\$54,249
VALLEJO	112,300	30.10%	\$72,353
UNINCORPORATED	20,200	5.41%	\$13,015
TOTALS	373,060	100.00%	\$240,356

Historic Combined Contributions of TDA Planning and Administration and Gas Tax

	1997-98	1996-97	1995-96
BENICIA	\$35,049	\$34,031	\$24,661
DIXON	\$16,880	\$15,730	\$11,308
FAIRFIELD	\$111,976	\$107,357	\$78,572
RIO VISTA	\$4,716	\$4,578	\$3,342
SUISUN CITY	\$32,858	\$31,399	\$22,528
VACAVILLE	\$108,497	\$103,562	\$74,939
VALLEJO	\$144,706	\$140,409	\$105,460
UNINCORPORATED	\$26,029	\$25,156	\$18,802
TOTALS	\$480,712	\$462,222	\$339,612

Proposed TDA Operations Contributions for Solano Paratransit

	POP	PERCENT	SHARE	TRIPS **	PERCENT	SHARE	TOTAL COST
DIXON	13,100	5.61%	\$7,030	15	0.17%	\$209	\$7,239
FAIRFIELD	86,900	37.21%	\$46,635	2066	22.93%	\$28,741	\$75,375
RIO VISTA	3,660	1.57%	\$1,964	0	0.00%	\$0	\$1,964
SUISUN CITY	25,500	10.92%	\$13,685	1387	15.39%	\$19,295	\$32,979
VACAVILLE	84,200	36.05%	\$45,186	4959	55.04%	\$68,986	\$114,172
UNINCORPORATED	20,200	8.65%	\$10,840	583	6.47%	\$8,110	\$18,951
TOTALS	233,560	100.00%	\$125,340	9010	100%	\$125,340	\$250,680

* Based on State Dept. of Finance population projections for Jan. 1, 1996.

** Based on actual number of trips provided on Solano Paratransit for FY year ending June 30, 1996.