



Board Meeting
April 9, 1997
6:00 p.m.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 429-2894

Members:

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

Martin Tuttle
Executive Director

MEETING NOTICE

April 9, 1997
STA Board Room
333 Sunset Avenue, Suite 230
Suisun City, CA
6:00 pm

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 Call to Order - Confirm Quorum
- 2.0 Closed Session to Evaluate Executive Director's Performance
- 3.0 Reconvene for Regular Session
- 4.0 Approval of Agenda
- 5.0 Executive Director's Report
- 6.0 Comments/Update from Staff, Caltrans, and MTC
- 7.0 Opportunity for Public Comment
- 8.0 CONSENT AGENDA (Any consent item can be pulled for discussion)
- 8.1 Minutes of Meeting of March 12, 1997. Page 31
- 8.2 Draft minutes of March 26, 1997 TAC Meeting. Page 37
- 8.3 Resolution to Approve PERS Contract. Page 43 (Martin Tuttle)
- 8.4 Resolution Approving 1959 Survivor's Benefits. Page 49 (Martin Tuttle)
- 8.5 TIP Amendment for City of Vacaville. Page 53 (Kim Kloeb)

8.6 Confirm Appointment of PCC Alternate. Page 55 (Matt Todd)

8.7 Office Lease Extension. Page 57 (Martin Tuttle)

8.8 Executive Director's Salary Adjustment. Page 59 (Steve Lessler)

9.0 ACTION ITEMS: FINANCIAL

9.1 Priority Projects for 1997-98. Page 61 (Martin Tuttle)

9.2 STA 1997-98 Budget. Page 65 (Martin Tuttle)

**9.3 Resolution Approving 1997-98 Transportation for Clean Air Program (TFCA).
Page 73 (Dan Christians)**

10.0 ACTION ITEMS: NON-FINANCIAL

**10.1 I-80 Reliever Route Implementation Plan. Page 77 (Kim Kloeb, Bob Grandy
and Dennis Strucker)**

**10.2 Letter of Support for AB 827-Double Fine Zone for Highway 12 (Thomson).
Page 83 (Matt Todd)**

**10.3 Letter of Support for AB 595-Regional Gas Tax (V. Brown). Page 85
(Martin Tuttle)**

**10.4 Application for Regional Traffic Signalization and Operations Program (RTSOP).
Page 93 (Matt Todd)**

Adjourn (Next Meeting: May 14, 1997)



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

April 9, 1997
Agenda Item 5.0

Area Code 707

422-6491 ♦ Fax 429-2894

MEMORANDUM

Members: DATE: April 2, 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

Board Appointment: Vacaville Mayor David Fleming appointed Councilwoman Rischa Slade as the City's primary representative on the STA on March 11. Mayor Fleming will serve as the City's alternate member (letter attached, see page 7).

Proposed 1997-98 Budget: Agenda item 9.2 outlines our proposed budget for the coming fiscal year. The member contribution increase of 4% is in line with the projected increase of TDA and gas tax revenues for local agencies. As directed by the Executive Committee, the Technical Advisory Committee (TAC) proposed specific priority projects to include in the project development portion of the budget.

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). The Board approved a resolution of intention to join PERS last month and the contract is now proposed in agenda item 8.3.

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

California Transportation Foundation, Sacramento, March 17

The non-profit organization announced that Board member Jim Sperring received its 1997 Elected Official TRANNY Award. The STA is one of four finalists for Organization of the Year, which will be announced at a banquet on April 30 in Sacramento.

Capitol Corridor Joint Powers Board, Suisun City, March 19

The CCJPB was briefed on the pending negotiations with the state in regard to assuming the management of the Capitols on July 1. The CCJPB is expected to consider a final agreement at their April 16 meeting. Attached is a news article on the service and a summary of the draft interagency transfer agreement (see page 8).

Executive Director's Report, page two

CCTA/STA Subcommittee, Walnut Creek, March 20

Joined Vice-Chair Erickson and Mayor Hayes at the meeting to be updated on the U.S. Coast Guard's March 6 decision to reverse its earlier position on the location of the new Benicia-Martinez Bridge. Caltrans will likely appeal the decision, pending the outcome of a consultant's analysis of the cost to accommodate the Coast Guard's position (greater width between the proposed bridge and existing Union Pacific railroad bridge). That report should be made available in advance of the April 9 Board meeting.

Metropolitan Transportation Commission, Oakland, March 20

Attended the Bay Area Partnership Legislative Committee meeting to discuss pending bills, including the Regional Gas Tax proposal outlined in agenda item 10.3, and efforts to accelerate the Bay Bridge Replacement Project. Elected Vice-chair of the committee.

SEDCORP Transportation Action Team, Fairfield, March 21

Joined Chairman Lessler and Mayor Spering at the initial meeting of the industry group. The meeting focused on "inventorying" pending projects in Solano at the next session, on April 4, MTC staff will brief the group on the current transportation finance and planning process in Solano and the Bay Area. (see attached team objectives and membership list, page 16).

Solano Farmlands and Open Space Foundation, Fairfield, March 25

Presented the draft Reliever Route Implementation Plan and solicited input from the group on the plan's "Route Identity" concept for the road. The organization's executive director, Pam Muick, developed the concept now in the plan of locating old farm windmills at the bicycle rest areas proposed to be located along the route, and incorporating a windmill and agricultural lands concept into bike route signs in order to create a common theme for the project. The bike route sign is currently being designed by Don Birrell, the Vacaville artist who created the Vacaville-Dixon Greenbelt signs.

Caltrans District 4, Oakland, March 26

Caltrans announced that Acting District Director Harry Yahata has been permanently appointed to the position.

Bay Area CMA Association, San Francisco, March 28

Attended the meeting to be briefed on the recent decision by the California Transportation Commission (CTC) to delay the Fund Estimate for the '98 STIP one month. The CTC was prepared to release the information at their April 2-3 meeting, but the leadership of the Legislature requested the delay in order to give legislators additional time to address the issue of seismic retrofitting of state owned bridges (see attached tentative schedule and letter, page 18).

Solano County Board of Supervisors, Fairfield, April 1

Briefed the BOS on the draft Reliever Route Implementation Plan. The BOS approved a letter supporting the Reliever Route Phase 1 project and proposed ISTE funding for the project to Congressman Riggs on a 4-1 vote, with Supervisor Kondylis dissenting.

-- after agenda mailout --

California Transportation Commission, Sacramento, April 2

To attend the meeting at which the CTC will consider the STA's application for funds to improve parking at the Suisun/Fairfield train station and the request to extend the spending authority of the grant for the Vacaville/Fairfield station project.

Old Davis Road Bridge, Solano County, April 3

To speak at the ribbon cutting ceremony marking the completion of the largest project (\$1.35 million) ever constructed by the county's Transportation Department.

SEDCORP Transportation Action Team, Fairfield, April 4

To attend the second meeting of the industry team, which will be held at Anheuser-Busch.

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, but it is unlikely the bill will advance very far until the stalemate over seismic retrofit is resolved.

SB 47 (Kopp): This non-controversial bill addressing toll schedules is being used as the vehicle to place the issue of seismic toll bridge retrofiting 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 cents per gallon fuel tax in the Bay Area counties, subject to voter approval. The bill will be heard by the Assembly Transportation Committee on April 14 (see agenda item 10.3).

AB 827 (Thomson): The bill to create a double fine enforcement zone on Highway 12 from Suisun City to Lodi will be heard by the Assembly Transportation Committee on April 14 (see agenda item 10.2).

AB 930 (Thomson): The STA-sponsored bill to appropriate funds for the Dixon-Davis Bike Route will be heard by the Assembly Transportation Committee on April 14.

UPCOMING EVENTS

April 16	SEDCORP/STA Transportation Forum in Vacaville
April 16	Capitol Corridor Joint Powers Board in Suisun City
April 16	Joint meeting of Bay Area and Yolo/Solano Air Quality Management Districts in San Francisco
April 17 Authority	Joint subcommittee of the STA and Contra Costa Transportation in Benicia
April 17	Highway 12 Association in Rio Vista
April 18	ABAG's Land Use/Transportation forum in San Francisco
April 18	Rep. Tauscher's Bay Area transportation forum in San Ramon
April 23	Metropolitan Transportation Commission meeting in Oakland
April 23	MTC's Bay Bridge Design Committee in Suisun City
April 28	Community reception for MTC Chair Spering in Fairfield
April 30	STA TAC meeting in Suisun City
April 30	California Transportation Foundation awards banquet in Sacramento
April 30-May 1	California Transportation Commission meeting in Sacramento
May 5-8	Fairfield-Suisun Chamber of Commerce in Washington D.C.
May 14	STA Board meeting in Suisun City

ATTACHMENTS:

STA Priority Projects -- status report (page 5)
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	\$8,196	-U.S. Coast Guard denies permit for Benicia-Martinez Bridge on March 6th -CCTA/STA Subcommittee supports \$250,000 provisions for light rail on the new Carquinez Bridge
-Long Range Rail Alternative Report (LRRAR)	\$25,000	*	\$6,999	-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 JKaplan and the study is underway (MTC \$14,000 match approved 6/96)
Bike Route Implementation Plan STA	\$15,000	*	\$13,876	-Clean Air Fund application for Vjo-FF/I-80 route segment, funding was approved for \$392,000 -Dixon-Davis Bike Route application for clean air funds was 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, to go to CCJPB on 4/16 -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	\$764	-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 held 3/7 -Transit Steering Committee meeting with consultant and presented information to Board on 3/12 -Nelson/Nygaard 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	\$61,309	

* No funds allotted at this time

\$256,000

** Total cost of the Benicia- Martinez and Carquinez Bridge Projects through April 1 is \$16,392

*** Total cost of the I-80 Reliever Route Implementation Plan through April 1 is \$7,644

**** Total cost of the Transit Management Plan through April 1 is \$20,123

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



RECEIVED
MAR 24 1997
BY: _____

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

OFFICE OF
the City Clerk

March 18, 1997

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

Dear Mr. Tuttle:

Please be advised that at the March 11, 1997 meeting, Mayor Fleming appointed Councilwoman Rischa Slade as the City's primary representative on the Solano Transportation Authority. Mayor Fleming will serve as the City's alternate to the Authority.

If you have any questions, please call me at 449-5110.

Yours truly,

Kathy Andronico
City Clerk

cc: City Council

DEPARTMENTS: Area Code (707)

Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5100	Community Services 449-5654
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Capitols trains nearing switch to new authority

Transfer from Caltrans progressing slowly

By Ted Bell
Bee Staff Writer

3-25-97

The future of the heavily used Sacramento-to-Bay Area Amtrak line, including the intercity train's future in relation to Bay Area commuter lines, is taking shape — but slowly.

Under a law signed in July, management of the Capitols and two other California intercity train lines is to shift from the state to "joint powers" boards made up of representatives of the areas served by the trains. The panels are to serve as overseers and policy-makers for their respective trains.

A Capitol Corridor Joint Powers

Board quickly formed and selected Bay Area Rapid Transit District to manage the Capitols. But the board failed to meet the legislatively mandated deadline of Dec. 31 to deliver an operating business plan to the state Department of Transportation.

That means the business plan and final transfer of administration must be complete by July 1.

And what if that date comes and goes and there is no transfer agreement between Caltrans and the Capitol Corridor Joint Powers Board?

"If the deadline can't be met, then it will have to slide," said

Please see TRAINS, page B5

Trains: Liability among concerns still to be settled

Continued from page B1

Kenneth Bosanko, deputy director for rail and transit for the state's Business, Transportation and Housing Agency, which is charged with reaching a transfer agreement for the three trains.

"The service would continue under the supervision of Caltrans. It's in the budget." Under the transfer law, the current level of state funding is to remain in effect for three years.

That's good news for Capitols riders, but they are also concerned that they will get short shrift from BART.

Michael Cline, director of the Train Riders Association of California, said BART is going to have to demonstrate that it considers the Capitols as something more than an extension of its Bay Area commuter services.

"BART is a commuter agency and that's their mentality. They will try and maximize certain areas (on the Capitols line). Already they have said they'd like more trains on the San Jose-to-Oakland portion of the corridor. Will that be at the expense of the Sacramento-to-Oakland side?"

Cline said the transfer of administration of the Capitols to the board and to BART hinges on at least two issues.

"BART has to show the state that it can do this shift at a cost savings to the state and I'm not convinced that BART really knows how much it's going to cost them," Cline said Monday.

"Liability is also an issue," he said. "If there is an accident, who is sued? Who is liable for bad decisions made by the joint powers board."

Bosanko shares the same concerns but is more upbeat than Cline.

"I think BART will be able to show some savings in operating costs or show added service for the same cost-level," he said Monday.

As for the liability issue, he said, "These people should be responsible for their own negligence . . . and to the extent they can provide that kind of coverage, I think they should."

BART wants the state to assume all liability and wants ownership of the rolling stock. The state is balking at the former and willing to reach a lease agreement on the latter.

"We're optimistic that we can put these pieces together," Bosanko said.

So is BART's Bill Fleischer, who is the appointed managing director for the Capital Corridor Joint Powers Board. And he strongly disputes any suggestion that BART will run the Capitols as a Bay Area commuting service.

"Some people remember a (BART) program of about three years ago called 'Fast Track' that involved heavy rail and they're making assumption that the Capitols (service) will be the same thing," Fleischer said Monday. "It's not."

Fleischer said that instead of curtailing service from Sacramento, his staff is working on a plan to increase it, including a train departing from the Bay Area for Sacramento before 9 a.m.

Fleischer said he is confident that he will have a transfer agreement ready for the Joint Powers Board's consideration by April 16.

For all the slow pace of the transfer of administration for the Capitols, the line is ahead of the other two covered by the law.

No panel has been formed to govern the San Joaquin Amtrak train (Stockton to Bakersfield), and the board of the San Diegan (Santa Barbara-San Diego) is mired in an eight-county fight and wants an additional \$300,000 from the state to study the matter.

PAGE 8

Capitol Corridor rail upgrades proceeding

3-27-97

A \$69.8 million project to upgrade Amtrak's Capitol Corridor between Davis and the San Francisco Bay Area is now more than 50 percent complete, the state Department of Transportation says.

Most of the work is being funded through Proposition 116, a 1990 voter-approved bond measure to improve intercity and commuter rail programs across the state. The Union Pacific Railroad is also contributing \$13 million to the project.

Elements of the track project include: replacing 82 miles of rail, installing 155,000 railroad ties, installing 13 crossover devices to allow trains to switch between parallel tracks, providing new road crossing surfaces at 60 locations along the route, and installing a computerized signal-

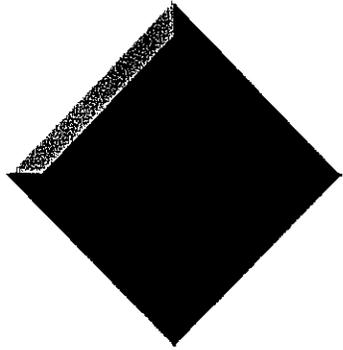
ing and dispatching system.

When completed, travel time between Davis and the Bay Area will be reduced by 20 minutes, top speed between Davis and Benicia will increase from 70 mph to 79 mph, and on-time reliability of the Capitol Corridor trains should improve to 90 percent, Caltrans says.

Ultimately, state officials say, there could be as many as 10 daily trains operating in the corridor. The service began in December 1991 with three daily round-trips and a fourth train was added last year.

Officials hope to add two additional round-trip trains to the corridor in March 1998, if funding is included in the next state budget. One of the current four daily trains also will be extended east from Roseville to Colfax.

Davis Enterprise



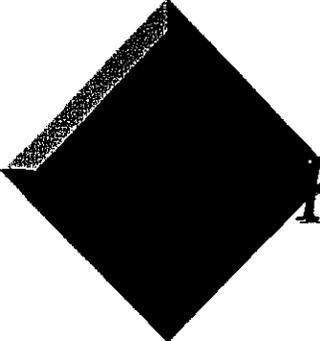
Capitol Corridor Joint Powers Board

Status of
Draft Interagency Transfer Agreement
between the State and the CCJPB

March 19, 1997

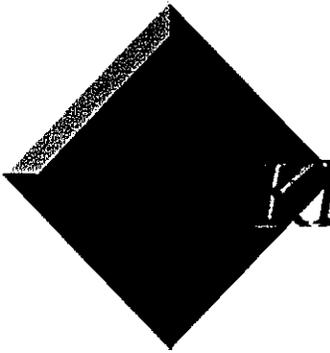
KEY TERMS AND CONDITIONS

- ❖ The term of the ITA will be 3 years with an option for 3 additional years.
- ❖ 90-day notice to terminate ITA without cause.
- ❖ Dispute resolution shall be handled by the Secretary of BT&H or through arbitration.
- ❖ The CCJPB will assume management and administrative responsibilities for the Capitol Corridor Rail Service on July 1, 1997.
 - Existing 4-train service (Roseville/Sacramento-Oakland/SF-San Jose)
 - 4 dedicated feeder bus routes (20, 21, 22, 23)
- ❖ Service levels are requested by CCJPB through an annual business plan submitted to State and funded by annual budget appropriation by Legislature.



KEY TERMS AND CONDITIONS *(Continued)*

- ❖ The CCJPB will manage and administer the maintenance base for both the Capitol Corridor and San Joaquin Corridor rolling stock fleet.
- ❖ State-owned California locomotives and cars will be leased to the CCJPB.
- ❖ Initial set of performance standards for the Capitol Corridor Rail Service were developed by the CCJPB and approved by the State.
- ❖ The CCJPB establishes fares and schedules for the Capitol Corridor Rail Service, except where the Rail Service shares its routes with San Joaquin Corridor (Martinez-Oakland/JLS), which shall be developed jointly by the State and the CCJPB.

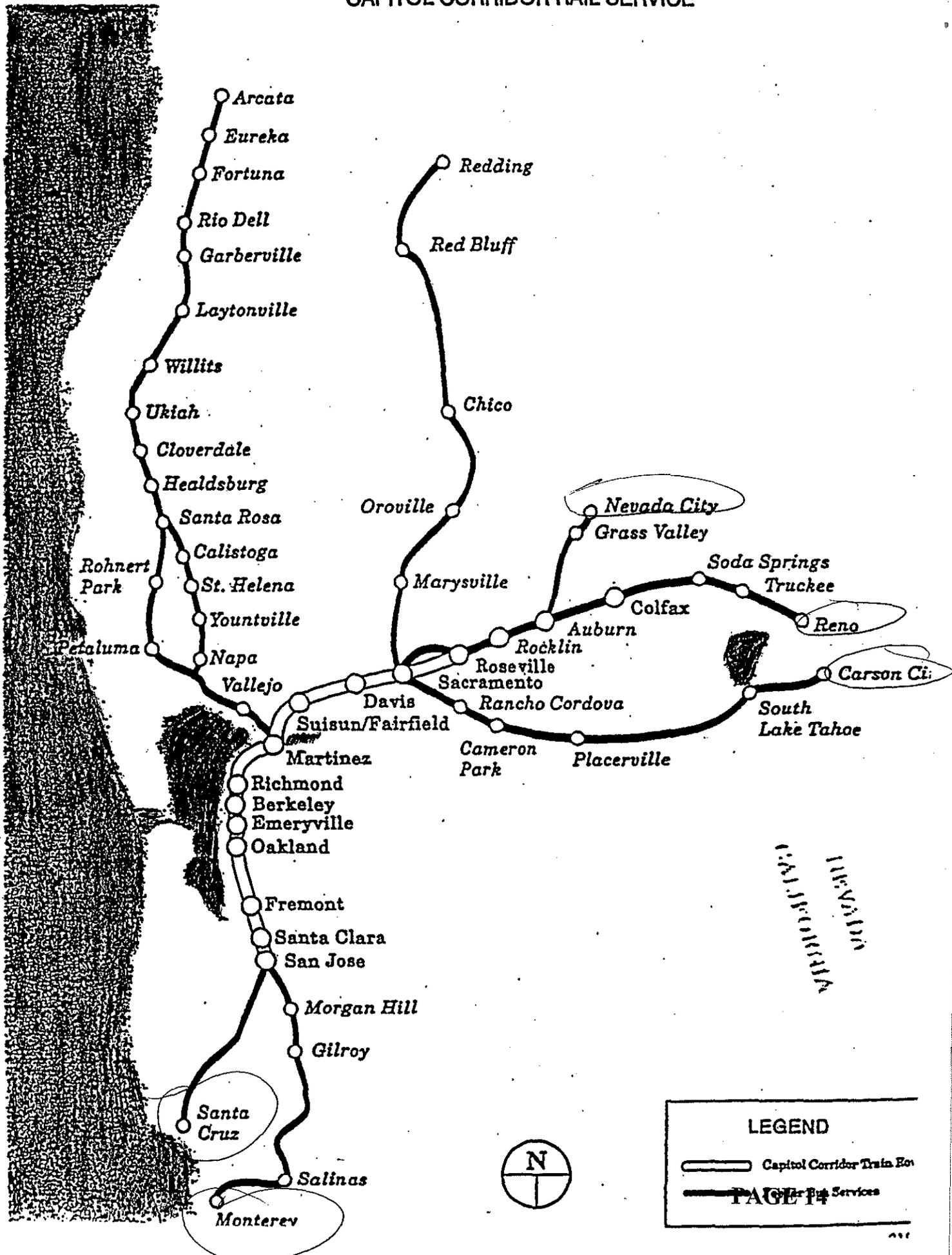


KEY TERMS AND CONDITIONS *(Continued)*

- ❖ If a funding shortfall develops in a fiscal year, the CCJPB may:
 - Seek additional funds;
 - Decrease expenses;
 - Reduce service levels to base 4-train service (Roseville/Sacramento-Oakland/SF-San Jose); or
 - Terminate ITA on 30 days notice.

- ❖ The parties have reached resolution on the amount of administrative funds that will be transferred to the CCJPB to support the CCJPB's staff to manage the Capitol Corridor Rail Service.

CAPITOL CORRIDOR RAIL SERVICE



LEGEND

-  Capitol Corridor Train
-  Other Bus Services

PAGE 14

REMAINING ITEMS

- ❖ Liability and Indemnification - The CCJPB will add the State to the insurance policy in the agreement between the CCJPB and Amtrak and, in addition, the CCJPB will add another layer of insurance to the State to cover the activities of the CCJPB not covered in the Amtrak agreement.
- ❖ Demonstration of Cost Saving - To authorize the transfer, the CCJPB is developing a plan to reduce administrative and operating costs.
- ❖ Final Language

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)

Transportation Action Team

MR. NAME	COMPANY	ADDRESS	CITY	STATE	ZIP	PHONE
Mr. Bill Wourms	ALZA Corporation	700 Eubanks Drive	Vacaville	CA	95688	(707) 453-6415
Mr. Gary Andrews	Anos and Andrews	1801 Walters Court	Fairfield	CA	94533-2758	(707) 422-4844
Mr. Wayne P. Senalik	Anheuser-Busch	PO Box A-B	Fairfield	CA	94533	(707) 429-2000
Mr. John Ash	Benicia Harbor	P.O. Box 2348	Benicia	CA	94510-5348	(707) 745-6638
Mr. Gary Falati	Falati State Farm Insurance	2801 Waterman Blvd Ste 100	Fairfield	CA	94533-2987	(707) 429-0500
Mr. Thomas Chowanec	General Mills Inc	800 Derr Avenue	Vallejo	CA	94590-7731	(707) 643-4588
Mr. Bob Moody	Herman Goelitz Candy Co., Inc.	2400 W. Martney Way	Fairfield	CA	94533	(707) 428-2800
Mr. Frank Friedman	Lucky Distribution Center	700 Crocker Drive	Vacaville	CA	95688-8707	(707) 446-5900

Attn: Marty Tuttle

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.	TBD
MTC approves criteria and application package.	April 23
Final Fund Estimate to CTC.	TBD
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.

March 28, 1997

CALIFORNIA LEGISLATURE

SACRAMENTO, CALIFORNIA 95814

BILL LOCKYER
PRESIDENT PRO TEMPORE
OF THE SENATE
STATE CAPITOL, ROOM 205
SACRAMENTO, CA 95814



CRUZ M. BUSTAMANTE
SPEAKER
OF THE ASSEMBLY
STATE CAPITOL, ROOM 219
SACRAMENTO, CA 95814

March 24, 1997

Edward Jordan, Chairman
California Transportation Commission
1120 N Street, Room 2230
Sacramento, CA 95814

Dear Mr. Jordan:

We write this letter to express our concern with the California Transportation Commission's (CTC's) request of the Department of Transportation (Caltrans) to release an expedited "Fund Estimate" this week for the 1998 STIP. We are concerned that this release, three months earlier than in previous years, will reflect an estimate based on premature conclusions and will present an obstacle to a timely resolution of the toll bridge seismic retrofit funding issue.

As you may know, Legislative leaders from both houses, representing virtually all regions of California, have commenced discussions over the contentious issue of funding the toll bridge retrofit program. These discussions, while promising, are only in the beginning stages. Negotiations are scheduled to continue during the Legislature's Easter Recess and well into the month of April. While it may be premature to pinpoint an exact date for resolution of this issue, we are committed to forging an agreement as expeditiously as possible. However, we think the introduction of a Fund Estimate at this time -- which does not recognize the full cost of the toll bridge retrofit program -- will jeopardize our ability to resolve this matter at the earliest possible date.

While we are mindful of the commission's intention to adopt the 1998 STIP in an expedited manner, we would request the commission maintain its stated policy of "not taking any action that would jeopardize Legislative resolution of [the toll bridge retrofit] issue." Specifically, we respectfully request the commission depart from its expedited 1998 STIP schedule and delay the release of the 1998 Fund Estimate. If the Legislature has not reached a resolution of the toll bridge retrofit issue by the end of April, we will be happy to discuss a mutually-acceptable release date for the 1998 Fund Estimate at that time.

Mr. Edward Jordon
March 24, 1997
Page -2-

Thank you for your consideration of this request. Please do not hesitate to call on us should you need additional information or have any questions.

Your cooperation in this matter is certainly appreciated.

Sincerely,

Bill Lockyer
BILL LOCKYER
President pro Tempore
California State Senate

Cruz M. Bustamante
CRUZ M. BUSTAMANTE
Speaker
California State Assembly

cc: The Honorable Dean Dunphy, Secretary, Business, Transportation & Housing
The Honorable Quentin L. Kopp, Chairman, Senate Transportation Committee
The Honorable Kevin Murray, Chairman, Assembly Transportation Committee



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 429-2894

March 24, 1997

Members: Assemblymember Helen Thomson
State Capitol, Room 4140
Sacramento, California 95814

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

Dear Helen:

Enclosed is the long-awaited response from Union Pacific in regard to their official position on the potential use of an easement along the main rail line between Davis and Dixon for a bike route. Although their response is negative, the Solano Transportation Authority (STA) is committed to alternative bike route improvements to connect the two cities.

UP's response is obviously disappointing from the standpoint that the rail corridor would provide the most direct link between the two cities. However, the STA will continue to aggressively pursue funding for project segments outside the corridor right-of-way and alternative segments utilizing existing county roads. We also leave the option open of reconvening discussions with UP in the future regarding the use of limited portions of the rail corridor for the route.

Last week, the STA submitted an application for \$75,000 from Yolo/Solano Air Quality Management District "Clean Air" funds to help finance Phase 1 of the route (expanding road shoulders from Old Davis Road Bridge to the U.C. Davis campus, building on major bridge improvements to be completed next week). If secured, these funds will match \$93,000 that the County of Solano has programmed for street improvements in the area. We will request funds for the balance of the \$200,000 project from U.C. Davis sources.

Your legislation (AB 930), which would appropriate \$1 million from the Petroleum Violation Escrow Account, will greatly assist the effort to complete the overall project. Please let me know if we can provide you or staff with any information in preparation of the bill's first committee hearing.

Honorable Helen Thomson, page 2

Thank you for your leadership on this project, Helen. We have received several numerous positive comments throughout the region on the proposed route. Thus, despite the UP letter, I am hopeful we can continue to generate the type of momentum needed to complete the project within a respectable time period.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin Tuttle". The signature is stylized and includes a long horizontal stroke extending to the right.

Martin Tuttle

Executive Director

Enclosure

cc: STA Board

STA Bicycle Advisory Committee

Congressman Vic Fazio, attn: Jennifer Walsh

David Harris, City of Dixon

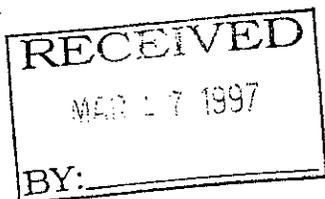
Mayor Lois Wolk, City of Davis

Michael Jones, consultant

Joseph Bateman, Union Pacific Railroad Company

UNION PACIFIC RAILROAD COMPANY

JOSEPH R. BATEMAN, JR.
ASSISTANT VICE PRESIDENT
GOVERNMENT AFFAIRS



1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-3878
FAX (402) 271-6515

March 12, 1997

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

Dear Mr. Tuttle:

Your letter of December 10, 1996, to Ronald Mayer in San Francisco, concerning your interest in acquiring an easement along our main line for a trail came to my attention as I began a response to a similar letter from Congressman Vic Fazio. I wanted to make sure we got a response to you along the same lines as the one to the Congressman.

Union Pacific has an established policy to cooperate every way possible with entities who wish to establish trails along inactive right-of-way. Indeed, we have several trails established along such corridors, and in some cases, we donated the property.

However, Union Pacific also has an established policy of not allowing trails to be located along our active right-of-way. Our experience with operating 36,000 miles of railroad has demonstrated to us that this type of activity is just not compatible with railroad operations. Our long-range plans for this particular corridor are to add additional tracks. We are currently working with the State of California to increase the capacity of the railroad, as well as the speed of the trains, with a long-term objective of making this a high-speed, multi-use corridor. These plans only make our policy more compelling in this case.

I have attached a copy of a newspaper article from the *San Francisco Examiner* which addresses a number of concerns in a similar corridor.

We regret that we cannot honor your request in this instance. Please let me know if I can provide any additional information.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Joe Bateman".



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 429-2894

March 27, 1997

Members: Susan Simpson, Chief
Office of Environmental Planning, North
Caltrans, District 4
Benicia P.O. Box 23660
Dixon Oakland, CA 94623
Fairfield
Rio Vista

Solano County RE: Carquinez Bridge Project
Suisun City Draft Environmental Impact Statement/Statutory Exemption (January 1997)
Vacaville
Vallejo

Dear Ms. Simpson,

Martin Tuttle
Executive Director

Since last year, representatives of the Solano Transportation Authority (STA) and the Contra Costa Transportation Authority (CCTA) -- the joint STA/CCTA sub-committee -- have been meeting monthly with Caltrans District 4 staff to identify and evaluate issues in the Draft Environmental Impact Statement (DEIS) for the Carquinez Bridge Project.

We appreciate the opportunity to pro-actively participate in what historically would have been defined as the "Caltrans Project Development" process. This cooperative effort has led to a better project proposal than would have resulted without input from these local partners. We are particularly appreciative of the responsiveness of Project Manager Susan Chang and her staff throughout the process.

The following are our comments on the Draft Environmental Impact Statement/Statutory Exemption. These comments reflect concerns also expressed by the City of Vallejo, the community most directly impacted by this project in Solano County.

1. The project must not preclude future rail transit in the Interstate 80 corridor (S.3.9). The STA and City of Vallejo have been working in cooperation with the joint STA/CCTA sub-committee and Caltrans to evaluate the possibility of extending light rail transit into Solano County along the Interstate 80 Corridor. The STA retained Wilbur Smith Associates (WSA) to evaluate Long Range Rail Alignment options for the I-80 and I-680 corridors. WSA concluded that potential exists to connect Napa and Vallejo to the Capitol Corridor and BART services by light rail train service via the new Carquinez Bridge. The joint STA/CCTA sub-committee was advised that the cost of providing future light rail on the proposed replacement bridge would be minimal in relationship to the overall project. The WSA report and finding should be included in the final EIS by reference. The report and a copy of the Resolution by the STA Board in support of the provision for light rail are enclosed for your files.

2. The DEIS/SE must recognize and acknowledge that potential impacts extend outside the currently identified Project Limits (S.1) and that other improvements will be needed in the corridor in the near future (2.13.1). The DEIS defines the limits of the project as approximately 0.6 miles north of the Straits (including connections to Highway 29 in Solano County) to about 1.3

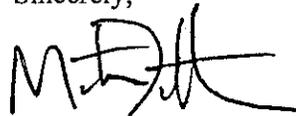
miles south of the Strait (including connections to the Cummings Skyway in Contra Costa County). While the STA strongly supports the accelerated completion of the bridge replacement project, we have requested that a Caltrans-style Project Study Report (PSR) or Geometric Approval Drawings (GAD) be completed for Interstate 80 corridor between Route 4 in Contra Costa through Vallejo to Route 37 in Solano County. Understanding that time does not permit completion of these studies in the time frame that Caltrans has identified for the bridge replacement project, the STA requests (1) that Caltrans acknowledge the need for these studies and (2) commit to completion of the studies before the new bridge is open to traffic in the year 2001 or 2002. The ultimate configuration of Interstate 80 (right-of-way, geometrics, etc.) must be defined in order to develop a long-term strategy for improving this corridor.

3. Interstate 80 High Occupancy Vehicle (HOV) Lane Gap Closure. The STA supports comments by Contra Costa County with respect to the gap in the I-80 HOV System between Cummings Skyway and Highway 4 that will result from completion of this project. The DEIS concludes that the freeway will operate at an unacceptable level of service (LOS) in the westbound direction from I-780 in Solano County to SR 4 in Contra Costa County. Consideration should be given to extending the proposed westbound HOV lanes to I-780 so that there will be a continuous HOV lane from the project to State Route 4.

4. Corridor level traffic and project specific traffic operations studies. As we understand it, the DEIS includes traffic and traffic operations analysis of Interstate 80 between Route 4 in Contra Costa and Interstate 680 in Cordelia. Projections from both year 2025 traffic and year 2010 traffic projections were utilized. Two comments - both studies should include year 2025 projections, and the Corridor Study should be structured similar to the study completed by TJKM for Caltrans in conjunction with the Benicia/Martinez bridge project. While we understand that the current project is limited to the new bridge and approach roadways, additional long term mitigations will likely be required in order to mitigate impacts beyond the limits of the current project. Information from these studies would allow the STA and Caltrans to better understand the situation and identify necessary future mitigations.

Thank you for the opportunity to comment. Given the STA's strong support for accelerating the construction of this project, please do not hesitate to call me if you have any questions.

Sincerely,



Martin Tuttle
Executive Director

Enclosures

cc: STA Board
Gloria Exline, Mayor, City of Vallejo
Congressman George Miller, Attn: Kathy Hoffman
Senator Michael Thompson
Assemblywoman Valerie Brown
Bill Hein, Metropolitan Transportation Commission
Susan Chang, Caltrans Project Manager
Bob McCleary, Contra Costa Transportation Authority
Bill Gray, William R. Gray and Company

Silicon Valley Commuters Ask for More Transit

By Maria Alicia Gaura
and Marshall Wilson
Chronicle South Bay Bureau

Silicon Valley residents said last night they want more mass transit and complained that the few options they now have fail to get them where they want to go.

More than 100 valley residents and workers gathered in San Jose State University's Morris Dailey Auditorium to tell transit officials to get busy linking the area's fragmented bus, train and light rail systems into a network that will offer alternatives to the automobile.

"No one is going to ride transit

unless it takes them quickly, safely and comfortably to where they are going," said Campbell resident Mary Blakeslee.

The meeting was the third "Unlock the Gridlock" forum sponsored by The Chronicle, KRON-TV, BayTV and KQED-FM radio. It brought together commuters and the people who make decisions on what systems get funding.

The panelists, representing a variety of rail, bus and highway systems, came prepared to defend Santa Clara County's controversial new half-cent sales tax, which is

TRAFFIC: Page A21 Col. 2

TRAFFIC: Silicon Valley Needs Better System

From Page 1

being challenged in court. But not one of the two dozen speakers who lined up to question the officials mentioned the tax at all.

Instead, speakers wanted to know what was in store for the future in an area where, according to a recent Voice of the Voter poll commissioned by The Chronicle, 95 percent of residents believe the Bay Area's highways are at least somewhat congested.

Transit officials said improvements are coming and promised that one important link — the long awaited commuter rail service through the Altamont Pass — will begin running by January 1.

The Altamont commuter rail "should take 300,000 cars off the road in the first year alone," said Carl Guardino, president and chief executive officer of the Santa Clara Valley Manufacturing Group and a longtime transit advocate.

Guardino said the three-county coalition working on the Altamont rail line has already secured part of the funding.

The counties, Alameda, Santa Clara and San Joaquin, have secured \$14 million from the state to buy the trains. Over the next nine months they will attempt to secure another \$20 million, enough to

fund the rail system for three years.

But several speakers said such long-distance lines will do nothing to help predominantly minority areas, like east San Jose, which is not served by the area's light-rail system.

Others advocated expanding CalTrain as a less expensive option than expanding BART or San Jose's costly light-rail. And some asked why transit officials continue to focus on century-old rail technology instead of exploring more modern options.

Noel Tebo of San Jose challenged the panel to look to the future, and technologies such as high-speed people-movers.

"Who is going to get us high-tech, space-age transit worthy of Silicon Valley," Tebo asked.

Frank Schober of Vallejo asked why the bay itself is not considered a transit resource.

The bay "is one of the most underutilized water transportation systems in the world," Schober said. "Why not use Puget Sound (near Seattle) as a model? Ferries are subsidized . . . but what is more subsidized than highways?"

Rod Diridon, executive director of the Norman Mineta Institute for Surface Transportation Policy Studies, said that taxpayers have been lulled into thinking that high-

ways are free and resent paying for other transit options.

"There is no free lunch," Diridon said. "If we want these systems we are going to have to pay. And that, in a nutshell, is why we don't have interconnected transit in the Bay Area, or the rest of the U.S."

Transit officials said Measure B, which passed with about 51 percent of the vote in November, will provide an estimated \$1 billion for local transportation projects over the tax's nine-year span. It's intended to help fix nine of the South Bay's 10 worst traffic bottlenecks. Although challenged in court, collection of the tax should begin on April 1 while the issue awaits resolution in the courts.

Santa Clara County Supervisor Joe Simitian said useful alternatives must be created to encourage people to use mass transit.

"I don't think you can nag people into getting out of their cars," he said.

The Chronicle will publish a selection of participants comments Monday. KQED 88.5 FM will broadcast the forum on Sunday at 1 p.m. and on Wednesday at 8 p.m. BayTV (channel 35 on most cable networks) will broadcast the forum on Sunday at 2:30 p.m., March 29 at 3 p.m. and March 30 at 3 p.m..

The meeting was moderated by KRON anchor Suzanne Shaw.

Future of I-80 corridor explored

By Charles Levin
DAILY REPUBLIC

3-28-97

DAVIS — Four disparate presentations shaped a forum on future land-use and air quality impacts to the Interstate 80 corridor.

Speakers at the Thursday forum, entitled "Interstate 80 Corridor in 30 Years — Visions for the Road Ahead," represented agriculture, government and business. About 30 people attended the noon presentation at the Davis Veteran's Memorial Center.

Population along the corridor will grow but how that affects the corridor remains uncertain, said Eric Vink, field director for the American Farmland Trust. Still, prime agricultural land is at risk, Vink said.

Following Vink was Dixon City Manager David Harris, who focused on a collaborative greenbelt alliance with neighboring Vacaville. The cities bought about 2½ miles of agricultural land and then resold it to buyers with deed restrictions preventing future development.

"Our goal was preserving prime agricultural land," Harris said.

Critics lambasted the idea of cities buying real estate. But the cities executed the entire project from cursory talks to final land sales between June 1995 and March 1996, Harris said.

Mary McCarthy, president of Solano Economic Development Corp., followed Harris.

Inadequate funding and gridlock on the I-80 corridor are a certainty, McCarthy said. Collaboration between business, education, government and community is the only way to meet this challenge, she said.

Since presenting this idea in a countywide comprehensive plan in January, Sedcorp has begun collaborating with the Solano Transportation Authority and local industry to meet expected challenges, McCarthy said.

David Young, senior planner with Sacramento Area Council of Local Governments, concluded the presentation.

On a series of charts, Young showed projected transportation fixes for the corridor stretching from the Yolo-Solano border east to Colfax.

Grant targets bike safety

In brief Rio Vista ranks seventh of 106 cities its size for bike-involved accidents.

By Stephanie Roberts
Staff Writer

The riverfront town of Rio Vista launched sweeping plans Monday for a \$135,500 state grant aimed at increasing traffic safety.

At a morning press conference in front of the city's police department, officials with the Office of Traffic Safety and California Highway Patrol lauded the town's efforts to boost enforcement and education in the community.

"I see a lot of ambition," said Bill Kelley, deputy commissioner of the state highway patrol. "I like that because you're giving yourself a true challenge. The entire Rio Vista community needs to catch that urgency."

Vice Mayor Helen Madere said traffic safety is one of her "pet projects."

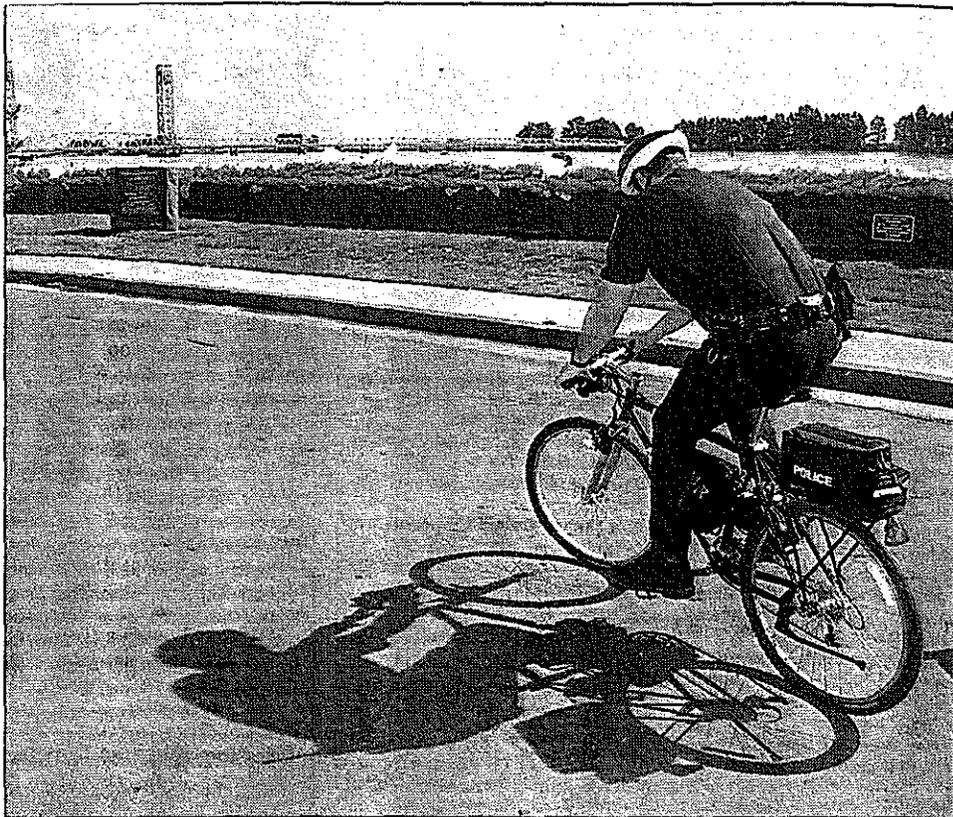
She has written state officials seeking grant money and legislation to double fines on Highway 12, she said.

"Since I wrote those two letters, there have been two deaths," she said.

The city — located on Highway 12 — qualified for the Office of Traffic Safety grant partly because of its high ranking in statewide crash data.

It especially ranks high in bicycle and pedestrian-involved collisions.

Arthur Anderson, director of the Office of Traffic



Cliff Pollard/The Reporter

Officer Jim Knapp tries out his bike on Monday, which was funded by grant money.

Safety, said accidents are increasing on rural roadways and in smaller towns throughout the entire state.

Rio Vista ranked the seventh largest among 106 cities of similar size for bicycle-involved collisions, he said.

This is more than double of the statewide rate.

Such collisions in Rio Vista accounted for 18.75 percent of all fatal and injury collisions. The statewide rate is 8.29 percent.

In addition, accidents involving pedestrians and alcohol each accounted for 12.5 percent of all fatal and injury collisions.

The award from the Office of Traffic Safety will allow the city's police department to bring safety programs to the schools, distribute child safety seats to low-income families and start a bicycle helmet program.

The grant will pay for 100 bicycle safety helmets. These will be sold for \$7 each or will be available at no charge to families that qual-

ify, said traffic safety consultant Marjorie King.

Money from purchased helmets will be used to buy additional helmets. By doing it this way, the program can be kept going, she added.

Rio Vista police will also conduct an incentive program, giving people "tickets" for doing things correctly.

The scratch-off tickets will include traffic safety rules and a gift from the program's sponsors — Janey's Cafe and the Pizza Factory.

The grant will also provide money for a radar trailer, a computer system, hand-held radar devices, equipment for a bicycle rodeo — to be held in conjunction with the annual Bass Derby in October — and a police bicycle.

Officer Jim Knapp, who has been designated as the department's Traffic Safety Officer, presented the blue, 18-speed bicycle equipped with an electric motor capable of 18 mph.

Knapp said he likes bike patrol because it's less conspicuous than being in a patrol car and can take him



Sara Stone watches as Austin Dron is placed in a child safety seat.

into less accessible areas, like sidewalks and alleys.

"I like it because it's easier to enforce pedestrian laws and the skateboard ordinance," he said.

There are other perks to having the bike beat, he said.

In addition to enjoying the sunny weather, Knapp said he has lost 10 pounds.

April 9, 1997
Agenda Item 8.0



DATE: April 2, 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 consent items:

- 8.1 **Minutes of Meeting of March 12, 1997.**
- 8.2 **Draft minutes of March 26, 1997 TAC Meeting.**
- 8.3 **Resolution to Approve PERS Contract.**
- 8.4 **Resolution Approving 1959 Survivor's Benefits.**
- 8.5 **TIP Amendment for City of Vacaville.**
- 8.6 **Confirm Appointment of PCC Alternate.**
- 8.7 **Office Lease Extension.**
- 8.8 **Executive Director's Salary Adjustment.**



Draft

**SOLANO TRANSPORTATION AUTHORITY
Minutes of the Meeting of
March 12, 1997**

Minutes by: Kim Kloeb

1.0 Closed Session to Evaluate Executive Directors Performance

Vice-Chairman Mayor Don Erickson acted as Chair in the absence of Chairman Steve Lessler. Vice-Chairman Erickson reported that the closed session was canceled.

2.0 Call to Order - Confirm Quorum

Vice-Chairman Don Erickson called the regular meeting to order at 6:15 pm. A quorum was confirmed.

MEMBERS

PRESENT:

Don Erickson	City of Dixon
Jerry Hayes	City of Benicia
Chuck Hammond	City of Fairfield (alternate)
Helen Madere	City of Rio Vista
Barbara Kondylis	County of Solano
Mike Segala	City of Suisun City (alternate)
Rischa Slade	City of Vacaville
Bill Patchell	City of Vallejo

MEMBERS

ABSENT:

Steve Lessler	City of Fairfield
Jim Spering	City of Suisun City

ALSO

PRESENT:

Alan Nadritch	City of Benicia
Richard Mitchell	DAVE Transportation
Kevin Daughton	City of Fairfield
Ann Jamison	Nelson Nygaard
Martin Tuttle	STA

Kim Kloeb	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Paul Hom	City of Vacaville
Gary Leach	City of Vallejo
Doug Vanderkar	City of Vallejo

3.0 Approval of Agenda

The agenda was approved by a unanimous vote on a motion by Vice-Mayor Mike Segala, with a second by Mayor Jerry Hayes.

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.

- Caltrans is preceding on schedule with the Carquinez Bridge Replacement project. They have narrowed the design options to either a suspension or cable-stayed bridge.
- The Benicia/Martinez Bridge project is encountering delays due to difficulties in obtaining permit approval from the U.S. Coast Guard for the alignment of the bridge. Mayor Jerry Hayes has met with the Coast Guard and said he does not see an immediate resolution to the situation.
- Tuttle will meet with the newly formed SEDCORP Transportation Action Team on March 21. At the direction of the STA Board, he is working on the development of a public/private partnership to advance transportation issues in Solano County.
- The issue of rail on the Carquinez Replacement Bridge is resolved. There is a consensus among Caltrans, the Contra Costa Transportation Authority, STA, and MTC to provide for light rail on the bridge. The cost is minimal, \$250,000. Funding must still be secured from the CTC. The CTC will hear the request for additional funding for the Carquinez Bridge project at the same time they hear the request for an additional \$5.8 million to provide for rail on the Benicia/Martinez Bridge.
- MTC proposes to hold a public hearing on the design of the Bay Bridge in Solano County. MTC has requested to hold the hearing immediately prior to the STA Board meeting, so that STA Board Members may attend. Staff from MTC have suggested that both meetings be held at the Solano County Board of Supervisors Chambers.
- Assemblymember Valerie Brown will sponsor legislation to allow a regional gas tax to be placed on the ballot in the Bay Area. The measure would be subject to whatever majority requirement is in place at the time of the election. The present requirement is a two thirds vote.

- Assemblymember Helen Thomson will sponsor legislation to fund a bicycle route from Dixon to Davis with Petroleum Violation Escrow Account (PVEA) funding.
- Tuttle was unable to travel to Washington D.C. with the Bay Area delegation this year due to an illness. STA Board Member, and MTC Chairman, Mayor Jim Spering did attend.
- The annual public disclosure forms, provided previously in the STA Board folder, are due by April 1.
- The draft STA 1997-98 budget is scheduled to go to the TAC in March. The draft budget proposes only a modest increase in the amount of member agency contributions.

5.0 Comments/Updates from Staff, Caltrans, MTC

There were none.

6.0 Opportunity for Public Comment

There were none.

7.0 Consent Agenda

The Consent Agenda included the following 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**
- 7.5 Abandoned Vehicle Abatement Fund Allotment Formula**

The Consent Agenda was approved unanimously on a motion by Vice-Mayor Bill Patchell, with a second by Mayor Jerry Hayes.

8.1 Resolution Approving 5-Year Bike/Pedestrian Plan for 1997-2002 and 1997-98 TDA Article 3 Claims

After a short presentation by Dan Christians, the STA Board approved the plan and authorized the filing of the TDA Article 3 claims as recommended in the agenda package by the Bicycle Advisory Committee (BAC) and STA staff. The STA Board approved the recommendation unanimously on a motion by Supervisor Barbara Kondylis, with a second by Vice-Mayor Bill Patchell.

9.1 Clean Air Bus Funding Request

Matt Todd provided a brief presentation, explaining that the Yolo County Transit Authority (YCTA) and Unitrans of U.C. Davis are applying for federal funds for acquisition of 16 Compressed Natural Gas (CNG) fueled buses. Both agencies presently have the ability to fuel this type vehicle. Matt Todd informed the STA Board that, upon their approval, another CNG bus to provide service on CityLink Route 30 would be included in the request. He recommended that the STA approve a resolution authorizing the request for the CNG bus, and supporting the requests of YCTA and Unitrans.

The STA Board unanimously approved the recommendation on a motion by Vice-Mayor Bill Patchell, with a second by Mayor Hayes.

9.2 Resolution Supporting 1997-98 Yolo-Solano Air Quality Management District Clean Air Project Applications

After a short presentation, Matt Todd recommended that the STA Board approve a resolution in support of the STA 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.

Matt Todd explained that the resolution also supported the applications submitted by all other Solano County jurisdictions for funding from this source. He suggested that the STA coordinate requests for this funding during the next funding cycle.

The STA Board unanimously approved the staff recommendation on a motion by Vice-Mayor Bill Patchell, with a second by Mayor Jerry Hayes.

9.3 Funding Exchange for Proposed Fairfield/Vacaville Train Station

Martin Tuttle explained that the STA was granted \$498,000 in TCI funds to acquire right-of-way for the Fairfield/Vacaville train station in 1994-95. Authority to spend these funds lapses June 30 of this year. The City of Fairfield, which is project manager for the station, will not have the necessary environmental clearance by that time. Therefore, he recommended that the funds be exchanged to the City of Oakland for an equivalent amount of 1997-98 TCI funding.

The STA Board unanimously approved the staff recommendation on a motion by Supervisor Barbara Kondylis, with a second by Mayor Jerry Hayes.

10.1 Status Report on Intercity Transit Coordination Study

Dan Christians introduced Ann Jamison, of Nelson Nygaard Consulting Associates, the consultant for the study. Ann Jamison briefed the full board on the progress of the Transit Steering Committee, which consists of Chairman Lessler, Vice-Chairman Don Erickson and Vice-Mayor Bill Patchell.

Ann Jamison pointed out several good examples of coordination between transit agencies in Solano County, and noted many opportunities exist to provide better coordination. She stated she would provide further updates as the study progresses.

10.2 STIP '98 - Call for Projects

Martin Tuttle provided background on the State Transportation Improvement Program (STIP) and the STIP programming process for the STA Board. He noted that the current MTC estimate of Solano County's minimum for the upcoming STIP cycle, which will program funds for fiscal years 2004 and 2005, is \$14 million. This is considered an optimistic estimate, which could easily be impacted by the outcome of the statewide controversy over the funding of seismic retrofit for California's state owned toll bridges.

10.3 Applications submitted to STA for 1997-98 BAAQMD Transportation Fund for Clean Air Program (TFCA)

Dan Christians reviewed the applications submitted for funding under this program, which is managed by the STA. He reviewed the recent revisions to the eligibility criteria imposed by the Bay Area Air Quality Management District. He also recommended that projects that implement the pending Transit Coordination Study be given priority. He informed the STA Board that this item would be brought back for action in April, and noted that no action was needed or recommended at this time.

10.4 Preliminary Draft 1997-98 Budget

Martin Tuttle noted that the Executive Committee had reviewed the draft budget, and that it would go to the TAC at the March meeting. He anticipated that the draft budget will come to the STA Board for approval at the April meeting. Tuttle noted that the draft budget proposed only a modest increase in local contributions for 1997-98.

Adjourn

Vice-Chairman Erickson adjourned the meeting at 7:35 pm.



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
March 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:	Tom Bland	City of Rio Vista
	Saaid Fakharzadeh	Caltrans, District 4
	Morrie Barr	City of Fairfield
	Eve Somjen	City of Fairfield
	Kevin Daughton	City of Fairfield
	Shawn Gage	MTC
	Ed Stewart	MTC
	Paul Wiese	Solano County
	John Gray	Solano County
	Elizabeth Richards	SCI
	Dan Christians	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Martin Tuttle	STA
	Ed Huestis	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Doug Vanderkar	City of Vallejo
	Bob Grandy	Smith & Kempton

AGENDA ITEM 2. APPROVAL OF AGENDA

Items 10 was moved up to follow item 7 so that Kim Kloeb could leave early for another commitment. On motion by Paul Wiese, second by Gian Aggarwal, the amended agenda was approved.

AGENDA ITEM 3. MINUTES OF MEETING OF FEBRUARY 26, 1997

Paul Wiese corrected two typos as follows:

[Agenda Item 9.]... Matt Todd explained what the Abandoned Vehicle Abatement program and it's functions.

[Agenda Item 12.]... He also requested that a brief project description along with a cost estimate be prepared for any projects by the next TAC meeting.

Motion by Paul Wiese, second by Ed Huestis, 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

Morrie Barr suggested bringing an information item to the STA Board in April regarding the possible designation of an alternate Capitol Corridor train station site located at the northeast corner of Peabody and Vanden Rd instead of the Canon Road site. Kim Kloeb indicated that this was one of the four sites studied in the Rail Facilities Plan. The Vanden Rd/Peabody site wasn't selected at that time because of the existing power lines and the Canon Site had the potential for a higher density transit community design concept.

Martin said that MTC had requested the STA to support AB 595 (Regional Gas Tax) so it would be included on the Board Agenda.

Shawn Gage said that he is the MTC staff person responsible for the RTSOP Program. Martin Tuttle thanked him for attending.

There was no report from Caltrans.

AGENDA ITEM 6. COUNTYWIDE TRAFFIC MODEL FOR CMP

Dan Christians presented this item as a continued discussion from last month's meeting. The staff proposal for the CMP is to endorse the MTC Baycast Model for our CMP, but to update and maintain the countywide model on an optional basis, as long as it remains a valuable planning tool for our member jurisdictions.

The Baycast model is expected to be out this summer and will be easier to use and more accessible than past models maintained by MTC. Staff proposes that a one year contract be prepared that specifies when the local model will be updated, and lists other tasks expected to be performed. The current model, which originally projected out 7 years to the year 2000 as was specified in the original CMP legislation, needs to be extended out to at least 2005 (or 2015 such as MTC's). Other possible tasks to specify in the contract include, representing Solano at MTC modeling working group meetings and providing the TAC with periodic updates. Eve Somjen of Fairfield said that the MTC model inputs for land use aren't as detailed or precise as the countywide model. A subcommittee was formed with Gian Aggarwal, Morrie Barr, and Tom Bland to look at modeling issues, including the tasks that should be included in a contract.

AGENDA 7. I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Kim Kloeb presented this staff report and said that draft copies of the Phase I of the I-80 Reliever Route Implementation Plan were being passed around. He said that Figure 2-4 had been corrected by hand. Kim said that he had also asked the working group to review it and make any necessary changes. Also, there will be more detailed cost estimates contained in an appendix. He thanked Bob Grandy of Smith & Kempton and Korve Engineering for their excellent work on the plan. There will be a memorandum of understanding that sets out the funding priorities between the STA and participating jurisdictions. Future work would include a project wide environmental analysis and Phase II connections. He asked for any final comments by the end of the week for inclusion in the final report that will be scheduled for STA Board action April 9.

Gian Aggarawal asked if his letter had been received. Kim Kloeb said he had received letters from Vacaville and the County and they had been submitted to the consultant. Kim said that the cross sections in the report were illustrative only.

Morrie Barr said that the cross sections will be used to developed cost estimates only since there may or may not be medians in various the segments.

Ed Huestis said that Congressman Riggs had proposed to obtain 80% funding for the project , or \$40.6 million.

Martin Tuttle complimented the working group and consultants for the great work.

On a motion by Gian Aggarawal, second by John Gray, the Draft Phase I of the I-80 Reliever Route Implementation Plan was unanimously approved by the TAC and will be submitted it to the STA Board for final approval.

AGENDA ITEM 10. TIP AMENDMENT FOR CITY OF VACAVILLE

Kim Kloeb presented this staff report and said that the City of Vacaville was requesting a TIP amendment to reprogram Cycle 2 Guaranteed STP funding including \$90,000 from the Vine Street overlay and \$30,000 from the California Street overlay projects to cover an increase in the Peabody Road overlay project. Ed Huestis said that the Peabody Road project was more than expected. Kim said that the amendment did meet the original local criteria and was recommended for approval.

The proposed Vacaville TIP amendment was approved by the TAC on a motion by Morrie Barr, second by Paul Wiese.

AGENDA ITEM 8. PRIORITY PROJECTS FOR 1997-98

Martin Tuttle presented this staff report and said that a tentative list of priority projects had been prepared for TAC review. He said that these funds have provided seed money to facilitate various projects like the Intercity Transit Coordination Study and the I-80 Reliever Route Implementation Plan. Morrie Barr noted that \$30,000 was included for miscellaneous project development items.

Gian Aggarwal asked if they could add to the list the interim improvements proposed for I-505/I-80. Saaid Fakharzadeh said that it was a SHOPP candidate for the \$5 million of improvements that were included in the PSR, but that he was not sure about the proposed interim improvements.

Saaid Fakharzadeh asked about the limits of the Highway 12 project. Martin Tuttle suggested that it be revised to state from Rio Vista Bridge to Suisun City. Morrie Barr said that it may take more than \$10,000 to complete. Tom Bland said that he wanted to make sure that the Rio Vista end of Highway 12 was addressed in this priority project. Martin Tuttle assured him that it would be.

Martin Tuttle asked Doug Vanderkar if Vallejo had any problem with reducing the bridge oversight project development funding in half from last year (for Carquinez and Benicia-Martinez bridges.) Last year there was \$20,000 of project development funds from the STA and \$20,000 match from Vallejo and Benicia and this year proposed \$10,000 from the STA with an equal match from the two cities. Doug responded that he was not aware of a problem. Martin suggested that Doug mention this change to both Pam Belchamber and Gary Leach.

Shawn Gage said that he had looked at the Beck and Pennsylvania intersections on Highway 12 and hoped the RTSOP program would be able to fund those interconnects but wasn't sure if it was included in the Highway 12 priority project. Matt Todd said that it was covered in the I-80 Reliever Route priority project.

The proposed list of priority projects with the addition of the I-505/80 Improvements was approved by the TAC on a motion by Tom Bland, second by Morrie Barr.

AGENDA ITEM 9. PROPOSED STA 1997-98 BUDGET

Martin Tuttle presented this report. He said that it represented a very modest increase of about \$18,000 from gas tax and TDA contributions. Martin said that it includes the PERS contribution of the STA since the STA is about to join the retirement system and a 401 (a) deferred compensation contribution. There is also a proposed contribution to SEDCORP, \$100,000 for project development (as discussed in the prior item), a \$32,000 contingency, and an increase for Citylink to fund a clean air vehicle. Dan Christians noted that both the expenditures and the revenues from use of the fund balance for the BAAQMD Transportation Fund for Clean Air would both increase next year over that shown in the draft budget due to an additional \$26,000 received by the STA expected.

Paul Wiese asked about the use of fund balances. Staff said there were adequate cash reserves in those funds to pay for related expenditures next year. As the fund balances drop, expenditures might have to be cut back accordingly or other revenues sought.

The proposed 1997-98 Budget was approved by the TAC on a motion by Tom Bland, second by John Gray.

AGENDA ITEM 11. RTSOP PROGRAM

Matt Todd presented this item. He said that he had invited Shawn Gage of MTC to discuss this program. Shawn said that this program was intended to help improve congestion. He said that

Vallejo had done very well in the past two rounds. He indicated that his committee at MTC hoped to provide some of the smaller cities assistance in the future (i.e. Highway 12 signal interconnects at Pennsylvania and Beck). He encouraged TAC members to submit applications by the April 30 deadline.

Gian Aggarwal asked if new signals were allowed. Shawn said that they would be allowed only if they were for gap closures.

Morrie Barr asked if interconnects were allowed. Shawn said that a maximum of \$100,000 would be provided for interconnecting signals. He said that it cost about \$60,000 to interconnect signals using wireless technology.

Matt Todd said that the STA had applied for TSM funds for the Highway 12 signals but that the application did not receive funding. He was hopeful that they would do better under this program.

The proposed RTSOP application of the STA to interconnect signals on Highway 12 at Pennsylvania and Beck streets was approved by the TAC on a motion by John Gray, second by Morrie Barr.

AGENDA ITEM 12. CALL FOR PROJECTS: 1998 STATE TRANSPORTATION IMPROVEMENT

Martin Tuttle presented this item. He said that Vallejo had submitted an additional nomination for the Highway 37/29 interchange. This matter will come back at the April TAC for a recommendation to the STA Board at their May 14 meeting.

AGENDA ITEM 13. TIP MONITORING REPORTS AND OBLIGATIONAL DEADLINE FOR CYCLE 2 PROJECTS

Dan Christians reminded everyone that reports are due to MTC on Friday March 28. Fairfield's and part of Vallejo's reports has not yet been turned in. He also requested that all jurisdictions submit copies of any E-76 forms.

Paul Wiese said that everyone was invited to a ribbon cutting at the Old Davis Road Bridge on April 3 at 10:00 a.m. Martin Tuttle said that this was the largest project ever constructed by the County.

AGENDA ITEM 14. The meeting was adjourned at 3:00 pm. Next Meeting: April 30, 1997 at 1:30 p.m.

April 9, 1997
Agenda Item 8.3



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Resolution 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.

Last month, the Board adopted a Resolution of Intention to enter into a PERS contract. On March 17, as required by PERS, STA employees voted by secret ballot to approve the retirement proposal.

The proposed level of the STA's PERS employer contributions for the upcoming fiscal year is proposed in the 1997-98 budget (agenda item 9.2). Current year funding (approximately \$5,000) is proposed to be funded by transfer of contingency funds from the current year budget.

Recommendation

Adopt the attached resolution authorizing the contract with PERS and authorize the transfer of contingency funds necessary to finance current year PERS employer contributions.

Attachments

(name of public agency)

RESOLUTION AUTHORIZING A CONTRACT

WHEREAS, the Public Employees' Retirement Law provides for the participation of a Public Agency in the California Public Employees' Retirement System, making its employees members of said System; and

WHEREAS, the _____ of the _____
(governing body)

_____ on _____
(public agency)

_____, 19____, adopted a Resolution giving notice of intention to approve a contract providing for such participation; and

WHEREAS, the employees of said Agency, whose memberships in said Retirement System are contemplated, have approved said participation, by majority vote;

NOW, THEREFORE, BE IT RESOLVED, that a contract between the

_____ of the _____
(governing body)

_____ (public agency)

and the Board of Administration, California Public Employees' Retirement System is hereby authorized, a copy of said contract being attached hereto marked Exhibit and by such reference made a part hereof as though herein set out in full; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the presiding officer of said

_____ is hereby
(governing body)

authorized, empowered and directed to execute said contract for and on behalf of said

_____ (public agency)

Adopted this _____ day of _____, 19____.

Presiding Officer

Attest:

Clerk or Secretary

**EXHIBIT TO
RESOLUTION 97-11**

**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

April 9, 1997
Agenda Item 8.4



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: 1959 Survivor Benefits

PERS requires an additional Board resolution and agreement for employee pre-retirement death benefits -- termed the Third Level of 1959 Survivor Benefits.

Under the 1959 Survivor Benefit, a surviving spouse and eligible children may receive a monthly allowance as determined by level of coverage. The benefit is payable in addition to the Basic Death Benefit or 1959 Survivor Benefit (see attached summary).

Cost for this coverage to the STA is \$1.50 per month per employee. Employees pay an additional \$2.00 per month. On March 17, all STA employees elected to be included in the coverage.

The proposed agreement to Pool 1959 Survivor Benefits Assets and Liabilities is attached. The agreement will acknowledge that public agencies will have all assets and liabilities posted into a single account based on term insurance rates.

Recommendation

Approve the attached resolution to Pool 1959 Survivor Benefit assets and liabilities.*

Attachments

*PERS requires two original copies to be signed by the chairman.

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

Actuarial and Employer Services Division

Public Agency Contract Services

(916) 326-3420

SUMMARY OF MAJOR PROVISIONS

2% @ 55 Formula (Section 21354)

Local Miscellaneous Members

SERVICE RETIREMENT

To be eligible for service retirement, a member must be at least age 50 and have five years of CalPERS credited service. There is no compulsory retirement age.

The monthly retirement allowance is determined by age at retirement, years of service credit and final compensation. The basic benefit is 2% of final compensation for each year of credited service upon retirement at age 55. If retirement is earlier than age 55, the percentage of final compensation decreases for each quarter year of attained age to 1.426% at age 50. If retirement is deferred beyond age 55, the percentage of final compensation increases for each quarter year of attained age to 2.418% at age 63.

Final compensation is the average monthly pay rate (full time rate excluding overtime) during the last consecutive 36 months of employment, or 12 months if provided by the employer's contract, unless the member designates a different period of 36 or 12 consecutive months when the average pay rate was higher.

DISABILITY RETIREMENT

Members permanently incapacitated from performing their duties are eligible for disability retirement provided they have at least five years of service credit. The monthly retirement allowance is 1.8% of final compensation for each year of service. The maximum percentage for members who have between 10.000 and 18.518 years of service credit is one-third of their final compensation. The disability retirement allowance for members under age 55 cannot be more than what the service retirement would be at age 55. If the member is eligible for service retirement and at least age 55, the dollar amount is the same for disability retirement as payable for a service retirement. If provided by the employer's contract, the benefit would be a minimum of 30% of final compensation for the first five years of service credit, plus 1% for each additional year of service to a maximum benefit of 50% of final compensation.

INDUSTRIAL DISABILITY RETIREMENT

If provided by the employer's contract, members permanently incapacitated from performing their duties as a result of a job-related injury or illness may receive 50% of their final compensation (or more by additional contract provisions). The industrial disability retirement allowance for members who entered membership in a miscellaneous category after January 1, 1980, cannot exceed the amount that would be payable for a service retirement if employment had continued to age 63. This limit may not apply if the member was disabled because of a direct violent act upon their person or as a result of hazardous and dangerous duty required for the position. If the member is eligible for service retirement, the service retirement allowance is payable if greater than the industrial disability retirement allowance.

PRE-RETIREMENT DEATH BENEFITS

Basic Death Benefit: This benefit is a refund of the member's contributions plus interest and up to six months' pay (one month's salary rate for each year of current service to a maximum of six months).

1957 Survivor Benefit: An eligible beneficiary may elect to receive either the Basic Death Benefit or the 1957 Survivor Benefit. The 1957 Survivor Benefit provides a monthly allowance equal to one-half of the highest service retirement allowance the member would have received had he/she retired on the date of death. The 1957 Survivor Benefit is payable to the surviving spouse until death or remarriage or to eligible unmarried children until age 18.

1959 Survivor Benefit: (If provided by the employer's contract and the member is not covered under social security). A surviving spouse and eligible children may receive a monthly allowance as determine by the level of coverage. This benefit is payable in addition to the Basic Death Benefit or 1957 Survivor Benefit. Children are eligible if under age 22 and unmarried.

COST-OF-LIVING ADJUSTMENTS

The cost of living allowance increases are limited to a maximum of 2% compounded annually unless the employer's contract provides a 3, 4, or 5% increase.

DEATH AFTER RETIREMENT

The lump sum death benefit is \$500 (or \$600 if provided by the employer's contract) regardless of the retirement plan chosen by the member at the time of retirement.

TERMINATION OF EMPLOYMENT

Members who have separated from employment may elect to leave their contributions on deposit or request a refund of contributions and interest. Those who leave their contributions on deposit may apply at a later date for a monthly retirement allowance if the minimum service and age requirements are met. Members who request a refund of their contributions terminate their membership and are not eligible for any future benefits unless they return to CalPERS membership.

EMPLOYEE CONTRIBUTIONS

Miscellaneous members covered by the 2% @ 55 formula contribute 7% of reportable earnings. Those covered under a modified formula (coordinated with Social Security) do not contribute on the first \$133.33 earned.

The employer also contributes toward the cost of the benefits. The amount contributed by the employer for current service retirement benefits generally exceeds the cost to the employee. In addition, the employer bears the entire cost of prior service benefits (the period of time before the employer provided retirement coverage under CalPERS). All employer contribution rates are subject to adjustment by the CalPERS Board of Administration.

RESOLUTION 97-

**AGREEMENT TO POOL 1959 SURVIVOR BENEFITS ASSETS AND LIABILITIES
BETWEEN THE BOARD OF ADMINISTRATION OF THE PUBLIC EMPLOYEES'
RETIREMENT SYSTEM AND THE BOARD OF DIRECTORS OF THE
SOLANO TRANSPORTATION AUTHORITY**

WHEREAS, Government Code Section 21573 provides for a single employer rate to be established to provide benefits under said Section on account of members employed by contracting agencies electing to include the provision of said Section in their contracts; and

WHEREAS, Government Code Section 21573, requires pooling of all assets and liabilities of all contracting agencies subject to said Section;

NOW, THEREFORE BE IT AGREED, that assets and liabilities of the Solano Transportation Authority and its covered employees shall be pooled pursuant to the provisions of Government Code Section 21573.

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

Kenneth W. Marzoin, Chief
Actuarial & Employer Services Division
Public Employees' Retirement System

April 9, 1997
Agenda Item 8.5



DATE: April 2, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Vacaville request for TIP amendment

The attached letter from the City of Vacaville outlines their request to reprogram Guaranteed Surface Transportation Program (STP) funding from two street overlay projects to cover cost increases on a third street overlay project. This requires an amendment to MTC's Transportation Improvement Program (TIP). Concurrence from the Congestion Management Agency (CMA) for the county, the STA, is required to process the request.

The City of Vacaville requests that \$90,000 from the Vine Street overlay and \$30,000 from the California Street overlay be reprogrammed to cover a \$196,000 cost increase on the Peabody Road overlay project. The remaining shortfall will be provided from other city funds.

The proposed amendment will not cause an increase in the overall Vacaville proportion of countywide STP Guaranteed funding. This request has been reviewed and approved by the TAC at the March TAC meeting.

Recommendation

STA staff recommends that the STA Board approve the TIP amendment request from the City of Vacaville.

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



RECEIVED
FEB 28 1997
BY: _____

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

February 18, 1997

Department of Public Works
Capital Improvement Projects

Mr. Edward Stewart
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

SUBJECT: Amendment Request to 1997 Transportation Improvement Program

Dear Ed:

The City of Vacaville respectfully requests that the STP guaranteed funding programmed for street resurfacing of Vine Street (SOL 781), in the amount of \$90,000, and for street resurfacing of California Drive (SOL 782), in the amount of \$30,000, be reprogrammed for street resurfacing of Peabody Road (SOL 248), to cover increased costs of the project. The revised project costs to resurface Peabody Road has gone from \$439,000 to \$635,200. By reprogramming \$120,000 from the Vine Street and California Drive projects, this will increase the STP amount from \$384,000 to \$504,000, representing 79.3 % of the revised total project costs. The balance will be made up from local funding.

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

Sincerely,

EDWARD P. HUESTIS
Transportation Systems Management Coordinator

c: Dale Pfeiffer, Director of Public Works
Paul Hom, Deputy Director of Public Works
Martin Tuttle, Executive Director, Solano Transportation Authority

DEPARTMENTS: Area Code (707)

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Building 449-5152	City Attorney 449-5105	City Manager 449-5100	Finance 449-5117	Fire 449-1838	Personnel 449-5101	Planning 449-5140	Police 449-5200	Public Works 449-5170	Community Services 449-5654
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April 9, 1997
Agenda Item 8.6



DATE: April 2, 1997
TO: STA Board
FROM: Matt Todd
RE: Confirm Appointment of PCC Alternate

Daniel Lloyd, the PCC member representing the Low Income category, has found an alternate for his position and requests STA Board approval of the alternate appointee.

The alternate is Barbara Childers, the Program Director of the Outreach Independence Senior Day Program, operated through the Community Services Department of Fairfield. The program is for eligible adults over the age of 50. The services the program offers include exercises, lunches, recreational activities, arts and crafts, and a place of social interaction. Barbara Childers routinely works with the various paratransit providers for transportation of clients of the Outreach Independence Senior Day Program.

Recommendation

Staff recommends the Board approve Barbara Childers as PCC member Daniel Lloyd's alternate.

Attachment

PCC MEMBERSHIP LIST
(Revised April 1997, proposed changes/additions redlined)

CLASSIFICATION	MEMBER	ALTERNATE	TERMEXP.
<i>Voting Members:</i>			
<u>Transit Users</u>			
1. Elderly	Jim Simon	Ed Watson	12/97
2. Low Income	Daniel Lloyd	Barbara Childers	12/99
3. Handicapped	Fred Ramsey	Vacant	12/97
<u>Members-at-Large</u>			
4. Member-at-Large	Kim Maassen North Bay Reg. Ctr.	Vacant	12/97
5. Member-at-Large	Edward Schroth Solano American Cancer Society	Vacant	12/99
<u>Public Agencies</u>			
6. Education-Related	Ted Harding Solano Community College	Vacant	12/99
7. Solano County	Joyce Lockwood Dept. Of Health & Social Services	Charles Emlet	12/97
<u>Social Service Providers</u>			
8. Independent Living Resource	Amy Taylor	Kathy Mitsopolus	12/98
9. Benicia Yellow Cab	Marcia Kent	Vacant	12/97
10. MV Transportation Co,	Larry Schwahn	Vacant	12/98
11. Solano County Health and Social Services	Barbara Thomas	Vacant	12/99
12. MTC Elderly & Disabled Representative	Vacant	Vacant	N/A
<i>Non-Voting Members:</i>			
1. Benicia Transit	Alan Nadritch	Evelyne Hayden	N/A
2. Caltrans District 4	Burdette Conner		N/A
3. Dixon Redi-Ride	Randy Davis	Jamie Elliott	N/A
4. Fairfield/Suisun	Kevin Daughton	Mike Dulude	N/A
5. MTC	Ed Stewart		N/A
6. Rio Vista Transit	Michael Lee		N/A
7. Solano County	John Gray		N/A
8. Vacaville	Trent Fry		N/A
9. Vallejo Transit	Pam Belchamber	Doug Vanderkar	N/A

April 9, 1997
Agenda Item 8.7



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Suite 200 office lease

Our current lease for office space expires April 30. We have negotiated with our landlord, The Wiseman Company, to extend the lease for an additional year with the current lease terms (\$2,820/month, including utilities and janitorial service). The funding for office space at this level is included in the current year budget and in the proposed 1997/98 budget (agenda item 9.2).

The County of Solano is currently negotiating with The Wiseman Company on the terms of their lease. Given the uncertainty concerning the county's situation and the impact the county's departure would have on the STA (i.e. the use of their conference room for Board meetings), the landlord agreed to our request to include a 30 day notice in our proposed agreement. This provision provides us with the flexibility to move during the new fiscal year, if necessary, without penalty if the county does not execute an agreement with the landlord.

Recommendation

Authorize the Executive Director to sign the lease extension agreement as outlined in the attached.

Attachment

333 SUNSET AVENUE

LEASE EXTENSION

THIS AGREEMENT made and entered into this 1st day of April, 1997, by and between 333 Sunset, Inc. c/o The Wiseman Company, as manager and agent for owner, hereinafter known as Lessor, and Solano Transportation Authority, hereinafter known as Lessee.

WITNESSETH:

WHEREAS, Lessor and Lessee herein have heretofore entered into an Agreement of Lease dated February 6, 1996, by and between, 333 Sunset, Inc. c/o The Wiseman Company, as manager and agent for owner, hereinafter known as Lessor, and Solano Transportation Authority, hereinafter known as Lessee, for an original term of Thirteen (13) months for the premises commonly known as 333 Sunset.

WHEREAS, Lessor is desirous of extending the term of said Lease for a further period and amending said Lease as hereinafter set forth:

1. The term of said lease is hereby extended for a period of twelve (12) months commencing May 1, 1997, and ending April 30, 1998.
2. Lessee shall have the right to terminate this lease any time during the one year lease period by giving Lessor a thirty (30) day notice. This right shall become null and void if the Solano County Department of Transportation extends their lease at 333 Sunset.
3. Except as hereby expressly extended and amended, all of the terms, covenants and conditions of said Lease are hereby ratified, approved, confirmed, and incorporated herein by reference as though fully set forth herein.

THIS AGREEMENT shall be binding upon and inure to the legal benefit of the parties hereto and their respective legal representatives, successors and or assigns.

LESSEE:

Solano Transportation Authority

LESSOR:

THE WISEMAN COMPANY

By:

Doyle Wiseman as Manager and
Agent for Owner

Date

Date

April 9, 1997
Agenda Item 8.8



DATE: April 2, 1997
TO: STA Board
FROM: Steve Lessler
RE: Executive Director's Salary Adjustment

In the event of a satisfactory annual performance evaluation for Martin Tuttle, as scheduled for closed session in Agenda Item 2.0, the Executive Committee proposes a 5% salary increase for Tuttle, retroactive to his February 1, 1997 first anniversary year.

This increase will raise his current salary from \$78,000 annually to \$81,900. The Executive Committee supports the salary adjustment on the basis of the outstanding organizational strides made by the STA under Tuttle's leadership during the past year.

Recommendation

Approve the proposed 5% salary increase for the Executive Director's and authorize the funding necessary in current and upcoming fiscal year to be transferred from contingency funds set aside in the 1996/97 and proposed 1997/98 budgets.



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Proposed 1997-98 STA Priority Projects

At the direction of the STA Board at the March meeting, staff has developed the attached list of 1997-98 Priority Projects. Staff solicited additional nominations and comments from the TAC at the March TAC meeting. The TAC provided comments, and added one project to the list, the I-80/I-505 interim weave correction project in Vacaville.

As in the current year, the Priority Projects will again be the top goals of the STA, the target of our project development funds, and the standard for measuring our success in FY 1997/98.

The adopted criteria for STA priority projects is attached. The criteria favors high profile projects that have feasible funding opportunities. The projects must have county or regional significance, and be able to be implemented entirely, or in 'stand alone' phases, during the fiscal year. This is the same criteria approved by the STA Board for 1996-97 projects.

Although the availability of project development funds in the proposed 1997-98 STA budget is modest (\$100,000), the funding is intended to provide timely support needed to advance STA priorities. The funds could be used for project assistance, including consultants to develop project implementation plans, coordinate activities between impacted jurisdictions, grant applications, lobbying and other strategic activities deemed appropriate by the Board. The funds shall not supplant available funding and preference will be given to efforts to secure new funding sources.

No project would be eligible for STA project development funds unless it is included on the priority list.

Progress reports on the status of 1997-98 Priority Projects will be provided periodically during the fiscal year, much in the same fashion as the current year's projects.

Recommendation

Approve the attached list of priority projects and allocation of Project Development funds for 1997-98.

Proposed Criteria for STA Priority Projects

A STA Priority Project must:

1. Meet the needs of STA mission statement, i.e. supports economic development and ensures quality of life in Solano County.
2. Impact riding public from more than one jurisdiction, i.e. county or regional significance.
3. Have realistic funding opportunities and be implemented entirely or “stand alone” phases advanced in current fiscal year.
4. Have strong support of implementing agency’s policy board(s).

DRAFT

STA Project Development Fund Proposed 1997-98 STA Priority Projects (listed in alphabetical order)			
Project - Lead Agency	Requested PDF Funds	Matching Funds	Specific Tasks to be Accomplished
Benicia-Martinez and Carquinez Bridge Projects - Benicia, Vallejo and STA	\$10,000	\$10,000	Monitor both projects to ensure schedule is met
Bike Route Implementation Plan - Countywide Map - STA	\$5,000	*	Produce high quality countywide bike map
Capitol Corridor - STA	*	*	Monitor first year of service under CCJPB, secure station improvements
Compressed Natural Gas (CNG) fueling Facility - Vacaville and STA	*	*	Ensure funding is obligated, monitor project to ensure completion
Countywide Transportation Plan/Track 2 - STA	\$30,000	*	Includes cost estimates for Track 2/local option projects
Funding Applications/Project Development - STA	\$30,000	TBD	Create an account to develop funding opportunities as they arise
Highway 12 Improvements from Rio Vista Bridge to Suisun City - Rio Vista and STA	\$10,000	TBD	Seek funding (Interregional Road System, pending STIP reform)
Highway 37 Project - Vallejo and STA	*	*	Monitor project to ensure completion
I-505/I-80 Weave correction, Interim project - Vacaville and STA	*	*	Seek funding
I-80/680 Auxiliary Lanes - STA	*	*	Seek funding
I-80 Reliever Route Implementation - STA	*	*	Seek funding for Phase 1, develop plan for Phase 2
Intercity Transit Coordination Implementation - STA	\$5,000	TBD	Completion and implementation of Plan
Mare Island Access Study - Vallejo	\$10,000	\$475,000	Completion and implementation of Plan
Travis AFB North Gate Connector - County of Solano	*	*	Seek funding
Union Pacific Grade Separation downtown Dixon - Dixon and STA	*	*	Seek full funding, implementation of programmed project
TOTAL	\$100,000	\$485,000	

April 9, 1997
Agenda Item 9.2



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Proposed 1997-98 STA Budget

At the last STA Board meeting, a preliminary draft of the STA Budget for 1997-98 was reviewed. At the direction of the Executive Committee, the TAC has developed specific projects to include in the project development portion of the budget.

The budget now summarizes some of the previous operations line items. The operations portion of the expenditures section includes the overall costs to administer the STA for all its programs. It includes \$18,000 of expenditures from the BAAQMD Transportation Fund For Clean Air Program, \$9,000 of expenditures from the Abandoned Vehicle Abatement Program, and \$10,500 for administering the Solano Paratransit operations contract.

The attached supplement to the 1997-98 STA budget has been included for information and accounting purposes. It shows the proposed revenue sources for each fund, includes more detailed line items for operations, and identifies the actual amounts that will be loaded into the accounting system on a fund basis. Salaries and benefits on the supplement show the administrative charge for each of the funds. When combined, the line items for each program (salaries, benefits, contingency) on the supplement add up to the same overall numbers included in the proposed budget.

The proposed budget for 1997-98 basically maintains general operations and programs at current levels with the following changes:

Expenditures

Salaries and benefits increase from \$331,248 to \$365,648 primarily to reflect the STA contributions that will be made into the PERS system and a modest STA contribution into the 401(a) deferred compensation program.

Services and supplies has been reduced by approximately \$16,000 (from \$168,976 to \$152,440) primarily because of the reduction of start up costs needed this past year to convert the STA to an independent agency. This item includes all necessary support services and supplies to provide the accounting, auditing, legal and personnel services, building rent, printing/copies, office supplies, telephone, travel, training, technical services, etc. A proposed \$2,500 membership in SEDCORP is proposed under this line item.

\$100,000. The priority projects recommended by the TAC are specified. A contingency of about \$32,000 is earmarked for operations.

Citylink service is proposed to increase from an amended \$95,000 (the final actual budget estimate) to \$170,000 to cover the costs of using a clean air vehicle (contingent on YSAQMD funding).

Revenues

TDA Planning and Administration and Gas Tax contributions from each STA member is proposed to increase slightly by 4% or an increase of about \$18,488 combined from these two sources. 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. The return of these funds and the projected growth in TDA make these funds appear fairly good for transit operations next year.

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

Other

Capital improvement projects such as the I-80 Reliever Route (STP funds) and the I-80 Solano Bikeway (BAAQMD TFCA Regional Funds) which involve multi-year grants that are entirely passed through to member agencies are not shown on this budget. Because of the uncertainty of how much would be passed through for any given fiscal year, we are planning to maintain a separate list of these 100% pass through funds for information and accounting purposes. However, if the STA Board does approve some charges for administering a capital project, those will be shown in future budgets.

The amended 96-97 budget is also included in the first column. Many of our programs carry forward fund balance reserves from previous years. We are now showing how much actual fund balance will be used for certain programs (i.e. BAAQMD-TFCA Clean Air Program, YSAQMD Citylink) based on the actual revenue (i.e. new grants, interest on fund balances and fares) that have been approved or calculated for this year. Based on a request from our accountants, it includes a few other technical amendments including the farebox penalty required from non-TDA sources for 1994-95 Solano Paratransit operations, and the use of \$101,000 of general fund balance (instead of the original budgeted \$100,000) that will be used for project development. (This additional \$1,000 was authorized by the Board to prepare the TCI application for the Fairfield-Suisun train station improvements). Also the current year budget has been put in the same format (i.e. same line items) for direct comparison to the proposed 1997-98 budget. These amendments only reflect additional information received or actions taken on certain programs by various agencies since we prepared our original budget. There are sufficient fund balances to fund these proposed changes and there is no direct impact on any member agencies.

Recommendation Approve the attached "Proposed STA 1997-98 Budget" and the amended 1996-97 budget on pages 67 and 68 and member contributions as shown on page 69.

Proposed STA 1997-98 BUDGET

Expenditures	96-97 Amended Budget	Proposed 1997-98 Budget
Operations		
Salaries & Benefits	\$331,248	\$365,648
Stipends	\$6,600	\$6,600
Services/Supplies	\$168,976	\$152,440
Transportation Plan Update	\$28,400	\$0
Contingency	\$27,000	\$32,390
Subtotal	\$562,224	\$557,078
Project Development		
Benicia - Martinez and Carquinez Bridges	\$20,000	\$10,000
Bike Route Implementation	\$15,000	\$5,000
Intercity Transit Study Implementation	\$4,000	\$5,000
I-80 Reliever Route	\$30,500	\$0
Long Range Rail Alternatives	\$25,000	\$0
Small Projects	\$21,500	\$0
Transportation Plan Update	\$0	\$30,000
Highway 12	\$0	\$10,000
Mare Island Access Study	\$0	\$10,000
Miscellaneous Project Development	\$0	\$30,000
Subtotal	\$116,000	\$100,000.00
Programs		
ADA Planning	\$4,000	\$0
Abandoned Vehicle Abatement Grants	\$275,000	\$300,000
TFCA Air Quality Grants (BAAQMD)	\$331,495	\$372,221
Solano Paratransit Operations	\$260,000	\$278,500
Solano Paratransit Farebox Penalty	\$6,576	\$4,000
City Link	\$95,000	\$170,000
Subtotal	\$972,071	\$1,124,721
TOTAL	\$1,650,295	\$1,781,799

Revenues	96-97 Budget	Proposed 1997-98 Budget
Current Year Revenues		
TDA Planning & Admin.	\$231,112	\$240,356
STP Planning	\$100,000	\$100,000
Gas Tax Contributions	\$231,112	\$240,356
TDA Solano Paratransit Operations	\$260,000	\$278,500
BAAQMD-TFCA Program/Grant/Interest	\$330,140	\$322,153
Abandoned Vehicle Abatement	\$275,000	\$285,000
YSAQMD CityLink Grant/Fares/Interest	\$78,500	\$100,000
ADA Planning	\$4,000	\$0
Subtotal	\$1,509,864	\$1,566,365
Use of Fund Balance		
Abandoned Vehicle Abatement	\$0	\$24,000
BAAQMD-TFCA Program	\$16,355	\$26,068
Reprogrammed 95/6 BAAQMD TRO Program Funds	\$0	\$42,000
YSAQMD CityLink	\$16,500	\$70,000
Use of Gen. Oper. Fund Bal. for Project Development	\$101,000	\$49,366
Use of Gen. Oper. Fund Bal. for Farebox penalty	\$6,576	\$4,000
Subtotal	\$140,431	\$215,434
TOTAL	\$1,650,295	\$1,781,799

RECOMMENDATION TO BOARD TO AMEND FY 96/97 BUDGET

Staff would like to request approval to amend the following:

1. TFCA Air Quality Grants - Based on an increase in revenues and use of fund balance, expenditures were increased to reflect the projects approved by the STA and BAAQMD.

2. YSAQMD CityLink - Because the YSAQMD clean air grant application was reduced from that requested by the STA (with expenses remaining the same) the result is the use of some fund balance.

3. Solano Paratransit - Based on actions by the MTC, a farebox penalty was assessed for 1994-5 (since we received less than the standard 10% farebox) and \needs to be budgeted and paid from non-TDA funds.

- Transfer \$10,500 from TDA salaries & benefits to Solano Paratransit salaries & benefits for better tracking in the accounting system.

4. Project Development - An additional \$1,000 of general fund balance (\$100,000 was originally budgeted and \$101,000 is programmed) needs to be transferred into project development.

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.

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2/24/97

**SOLANO TRANSPORTATION AUTHORITY
1997-98 BUDGET
SUPPLEMENTAL INFORMATION**

OPERATIONS

Operating Expenditures:

Salaries and benefits	\$ 332,148
Stipends	\$ 6,600
<u>Services and supplies:</u>	
Legal	\$ 5,100
Personnel	\$ 5,000
Accounting	\$ 26,000
Technical services	\$ 25,000
Building rent	\$ 33,840
Mileage reimbursement	\$ 1,500
Travel/training	\$ 3,000
Professional Memberships	\$ 3,000
Supplies	\$ 9,000
Printing/binding	\$ 6,500
Postage	\$ 7,950
Mailing	\$ 250
Small tools & equipment	\$ 300
Telephones	\$ 8,000
Audit services	\$ 10,000
Copier/equipment/furniture	<u>\$ 8,000</u>
<i>Services and Supplies</i>	<i>\$ 152,440</i>
Contingency	<u>\$ 28,390</u>
<i>Net Operating Expenditures</i>	<i>\$ 519,578</i>

Source of Funding:

TDA Planning and Administration	\$ 229,856
STP Planning	\$ 49,366
Gas Tax Contributions	<u>\$ 240,356</u>
<i>Total Sources of Funding</i>	<i>\$ 519,578</i>

PROJECT DEVELOPMENT

Operating Expenditures:

Project Development	\$ 100,000
<i>Net Operating Expenditures</i>	\$ 100,000

Source of Funding:

STP Planning	\$ 50,634
Use of fund balance	\$ 49,366
<i>Total Sources of Funding</i>	\$ 100,000

ABANDONED VEHICLE ABATEMENT

Operating Expenditures:

Allocation to cities and county	\$ 300,000
Salaries and Benefits	\$ 5,000
Contingency	\$ 4,000
<i>Net Operating Expenditures</i>	\$ 309,000

Source of Funding:

AVAA	\$ 285,000
Use of fund balance	\$ 24,000
<i>Total Source of Funding</i>	\$ 309,000

AIR QUALITY

Operating Expenditures:

Allocation to cities and county	\$ 372,221
Salaries and Benefits	\$ 18,000
<i>Net Operating Expenditures</i>	\$ 390,221

Source of Funding:

BAAQMD TFCA Program	\$ 311,058
Use of fund balance	\$ 26,068
Budgeted Interest	\$ 11,095
Reprogramming 95/6 TRO Funds	\$ 42,000
<i>Total Source of Funding</i>	\$ 390,221

SOLANO PARATRANSIT OPERATIONS

Operating Expenditures:

Contract and insurance	\$ 278,500
Farebox penalty	\$ 4,000
Salaries and Benefits	<u>\$ 10,500</u>
<i>Net Operating Expenditures</i>	<i>\$ 293,000</i>

Source of Funding:

TDA Funds	\$ 250,680
Fares	\$ 27,820
General Op. use of fund balance	\$ 4,000
TDA Planning and Administration	<u>\$ 10,500</u>
<i>Total Source of Funding</i>	<i>\$ 293,000</i>

CITY LINK

Operating Expenditures:

Contract and insurance	<u>\$ 170,000</u>
<i>Net Operating Expenditures</i>	<i>\$ 170,000</i>

Source of Funding:

YSAQMD grant	\$ 75,000
Fares	\$ 20,000
BAAQMD Clean Air Grant	\$ 5,000
Use of fund balance	<u>\$ 70,000</u>
<i>Total Source of Funding</i>	<i>\$ 170,000</i>



DATE: April 2, 1997
 TO: STA Board
 FROM: Dan Christians
 RE: 1997-98 BAAQMD Transportation Fund for Clean Air Program (TFCA)

Staff calculates that there will be approximately \$372,221 of funding available for 1997-98 projects (\$390,221 minus the \$18,000 budgeted for operations). This is based on an estimated \$311,058 of new funds, \$37,163 of unspent 1996-97 funds (interest and additional revenue received), and \$42,000 of prior year TRO implementation funds that are proposed to be reprogrammed since TRO ordinances became non-mandatory in 1996 and the funds were not spent. 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

Since the applications were submitted, the Board's Transit Steering Committee reviewed the applications and requested the project sponsors to meet, review them and make recommendations within the total amount available. On March 26, the applicants met and agreed to reduce their requests by about 28% (with the exception of that proposed for the Citylink clean air vehicle). The revised amounts have now been calculated as follows:

City of Benicia	Feeder service to Pleasant Hill BART and Vallejo Ferry	\$108,328
Solano County (SCI)	Multi-modal marketing including intercity transit map	\$31,776
Solano County (SCI)	Local multi-modal marketing including guaranteed return trip program	\$21,666
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)	\$54,164

City of Vallejo	Feeder service from Vacaville to Vallejo Ferry Terminal to El Cerrito BART/Route 90 extension	<u>\$151,287</u>
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TOTAL RECOMMENDED		\$372,221
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The BAAQMD has informed the STA and the applicants that they will no longer be able to approve shuttle services unless they are shown to have a net reduction of air emissions by either converting to clean air vehicles like compressed natural gas or electric or showing substantially increased ridership. The operators agreed to work together and submit calculations showing more precisely how much air emissions the buses generate. The BAAQMD also has cost effectiveness worksheets that the STA will be preparing to calculate the cost of air emission removal, per ton, expected for each project.

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 final recommendations on funding for these applications. It has also been the intent to make sure that all recommended projects are deemed to implement the pending Intercity Transit Coordination Study. The committee was scheduled to review the projects and make a final recommendation on these projects immediately prior to this meeting.

Also, once the BAAQMD reviews and acts on our applications, we will be receiving a funding agreement specifying the dollar amounts awarded. Should they not approve some of our requests (because of eligibility or air emissions issues) staff would bring back the program for further review by the Board with the possibility of recommending revised applications later in the year. Staff will also be developing agreements with each of the project sponsors setting forth the terms and scope of work for each grant once the funding is made available from BAAQMD.

Recommendation

Approve the attached resolution authorizing an application for Transportation Funds for Clean Air to the Bay Area Air Quality Management District for FY 1997-98.

RESOLUTION 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUNDS FOR CLEAN
AIR TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FOR
FY 1997-98**

WHEREAS, the Bay Area Air Quality Management District (BAAQMD) has requested applications for the FY 1997-98 funding cycle for Transportation Fund for Clean Air Funds Program; and

WHEREAS, various Solano jurisdictions within the BAAQMD have submitted proposals for projects under this Program; and

WHEREAS, all of the proposals promote air quality including local feeder bus/shuttle service to rail and ferry terminals, clean air vehicles, demonstration projects for low emissions vehicles, and/or transit information and ridesharing trip reduction programs; and

WHEREAS, the projects meets the purpose and intent of this Program; and

WHEREAS, the STA Board's Transit Steering Committee has reviewed the proposals and recommends the proposed projects to the STA; and

WHEREAS, the budgeted revenues for 1997-98 are based on \$311,058 of new revenue expected from the BAAQMD, about \$79,163 of fund balance (including \$11,095 of 1996 interest, \$26,068 of additional funds received during 1996-97 and \$42,000 of 1995-96 unspent funds originally programmed for the Fairfield TRO Implementation Program), and the budgeted expenditures will be \$372,221 for project grants and \$18,000 administration of the program by the STA.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby submits the attached list of recommended proposals to BAAQMD for Transportation Funds for Clean Air Program funding for FY 97-98.

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 Authority at a regular meeting thereof held this 9th day of April, 1997

Martin Tuttle, Executive Director
Solano Transportation Authority

**Attachment A to
STA Resolution Authorizing TFCA Applications for 1997-98**

<u>Jurisdiction</u>	<u>Description</u>	<u>Amounts Requested</u>	<u>Recommendations</u>
Benicia	Feeder Bus to BART & Vallejo Ferry	\$150,000	\$108,328
SCI (Co.)	Multi-modal Marketing, Intercity Transit Map, Web Site Update	\$ 44,000	\$ 31,776
SCI (Co.)	Trip reduction services/ Guar. Return Trip	\$ 30,000	\$ 21,666
STA	Match for Citylink (Route 30) Clean Air Vehicle	\$ 5,000	\$ 5,000
Suisun City	Feeder Bus (Route 5) to Suisun City Amtrak	\$ 75,000	\$ 54,164
Vallejo	Feeder Bus from Vacaville-Fairfield-Suisun City- Vallejo Ferry-El Cerrito BART	<u>\$209,536</u>	<u>\$151,287</u>
TOTAL		\$ 513,536	\$372,221

April 9, 1997
Agenda Item 10.1



DATE: April 2, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Draft I-80 Reliever Route Implementation Plan

A draft of the I-80 Reliever Route Implementation Plan is complete, and will be distributed at the Board meeting. The draft has been reviewed and approved by the I-80 Reliever Route Working Group and by the TAC at their March TAC meeting.

The focus of this plan is Phase 1 of the proposed I-80 Reliever Route, which includes a continuous four lane route that runs from Highway 12 to the Leisure Town Road interchange on I-80 in Vacaville. Phase 1 includes Walters Road, the Walters Road Extension to Cement Hill Road, Cement Hill Road, a realignment of Vanden Road to align with Cement Hill Road, Vanden Road to the Leisure Town Road Extension, and Leisure Town Road to, and including, the Leisure Town Road interchange on I-80.

The original route runs along Cordelia Road from I-680, to the Leisure Town Road interchange with I-80 in Vacaville. The route includes Cordelia Road from I-680 to State Route 12, State Route 12 from I-80 to Walters Road, Walters Road, Air Base Parkway from Walters Road to Peabody Road, Peabody Road from Air Base Parkway to I-80. The route provided for two legs on the northern end of the route, the second parallel leg includes Vanden Road to Alamo Drive, and Leisure Town Road from Alamo Drive to I-80.

Early in the process of this study it was determined that Cordelia Road presented sensitive environmental and land use problems that could not be addressed within the scope of this study. Cordelia Road and the connection to I-680 is an alignment which also holds great potential for relieving traffic congestion on I-80. The STA plans to address that potential in a later Phase 2 study which will focus on the environmental issues that must be addressed to improve Cordelia Road and the southern connection to I-680 and I-80.

This study refines the alignment shown in past studies. It focuses on the Leisure Town Road and Vanden Road alignment rather than the Peabody Road alignment to prevent potential conflicts between Reliever Route traffic and local Vacaville traffic in the developed area of Vacaville along Peabody Road between Alamo Drive and I-80.

As part of this study, a refined alignment has replaced the portion of the route that included Peabody Road from Cement Hill Road to Air Base Parkway and Air Base Parkway from Peabody Road to Walters Road. This study focuses on an alignment along Cement Hill Road to an extension of Walters Road. This replaces the old alignment along Air Base Parkway and Peabody Road.

The major advantage of this new alignment is an overpass over the Union Pacific railroad tracks. The old alignment along Peabody Road included an at grade crossing of the railroad tracks that could lead to potential rail/traffic conflicts that could worsen as traffic on both modes increases. Without the Walters Road Extension, Peabody Road would need to be expanded to six lanes, all of which would cross the Union Pacific railroad tracks.

Study Objectives

The overall objective of Phase 1 of the I-80 Reliever Route Implementation Plan is to make critical improvements to both links and intersections along the route to allow this system of roads to provide an attractive alternative to travel on I-80 for local trips. Major tasks included:

- Refine and define the route
- Develop logical project segments
- Analyze existing and future congestion
- Develop geometric schematics (define specific improvements)
- Develop cost estimates

A major element of the plan was to define the Phase 1 project, and to prepare cost estimates for the entire Phase 1 project. The cost of the entire Phase 1 project is estimated to be \$69 million. The exact level of local funding participation, and the amount of state or federal funding to be requested, will be determined as part of the development of a Memorandum of Understanding between the STA and participating local jurisdictions.

Follow up to the Plan will include the setting of priorities for the respective segments of Phase 1 of the Reliever Route, and development of a Memorandum of Understanding between the STA and participating jurisdictions that reflects those funding priorities. The STA will then seek appropriate funding for Phase 1 of the I-80 Reliever Route consistent with those priorities, and commitments of local funding.

Further follow-up to this Plan may include a future Phase 2 study to address the southern end of the route, including the environmental issues impacting Cordelia Road, and the southern connection to I-680 and I-80.

The introduction of the I-80 Reliever Route Implementation Plan is attached for your review. The full Plan will be included in STA Board Members folders at the April Board meeting.

Recommendation:

Adopt the I-80 Reliever Route Implementation Plan.

1. INTRODUCTION

1.1 Reliever Route Concept

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

1.2 Background and History

Interstate 80 is a primary east-west interstate freeway route in northern California. It is of national significance, connecting the San Francisco Bay Area to New York, by way of Chicago. Regionally, it connects the Bay Area with Sacramento and the Sierra Nevada Mountains. Within Solano County, it also currently serves local traffic, especially between the cities of Fairfield and Vacaville.

The 1995 Caltrans Route Segment Report shows volumes of over 125,000 AADT on some segments of I-80 in Solano County, with the section between I-680 and Highway 12 East at 165,000 AADT. Links of I-80 in and between the cities of Fairfield and Vacaville currently operate under congested conditions. Major capacity increasing projects on I-80 could be cost prohibitive.

Variations in traffic volumes on I-80 between Fairfield and Vacaville show that I-80 serves a significant number of local trips. As the county grows, local traffic will increase on I-80, further restricting the flow of regional traffic. Solano County is one of the fastest growing counties in the Bay Area, and is projected to continue to grow at a faster rate than the rest of the region.

Due to its national and regional importance, I-80 has been extensively studied in the past decade. In 1989, a joint effort between MTC and the Sacramento Area Council of Government (SACOG) examined the corridor between Sacramento and the San Francisco Bay Area. MTC has recently completed the I-80 Corridor Study, which stresses management strategies to alleviate congestion on I-80 in the Bay Area. The two planning organizations prepared the Strategic Transportation Planning Study.

These studies showed that local traffic in Solano County was a major contributing factor to the congestion on I-80, and that the impact would escalate as the county grows, and regional traffic increases. The joint SACOG/MTC study recommended that local arterial roadways be improved to provide an attractive alternative to I-80 for local traffic. The study recommended a route that would provide for a continuous roadway from I-680 to the Leisure Town Road interchange in Vacaville, bypassing 18 miles of the most congested segments of I-80 in central Solano County.

The original route runs along Cordelia Road from I-680, to the Leisure Town Road interchange with I-80 in Vacaville. The route includes Cordelia Road from I-680 to State Route 12, State Route 12 from I-80 to Walters Road, Walters Road, Air Base Parkway from Walters Road to Peabody Road, Peabody Road from Air Base Parkway to I-80. The route provided for two legs on the northern end of the route, the second parallel leg includes Vanden Road to Alamo Drive, and Leisure Town Road from Alamo Drive to I-80.

The first operational study of the route identified intersection improvements along the route which presented cost effective opportunities to provide a smoother flow of traffic along the route. The Solano Transportation Authority (STA) obtained \$2.5 million in Traffic Systems Management funds which it provided to the cities of Fairfield and Vacaville to improve the following four intersections:

- Air Base Parkway at Walters Road
- Air Base Parkway at Peabody Road
- Peabody Road at Cliffside Drive
- Mason Street at Depot Street

The improvements to these intersections are complete. The STA has also secured \$4.7 million in Surface Transportation Program (STP) funding to improve the intersection of Peabody Road at Vanden Road, and provide an extension of Leisure Town Road to connect with Vanden Road. These two projects are under development, and are currently in the environmental review process. The STA has also obtained programming of \$1.6 million in STP funds to widen the bridges on Leisure Town Road.

As most of the improvements outlined in the original study were implemented, or under development, the STA planned for the most comprehensive and detailed study of the route to date, the I-80 Reliever Route Implementation Plan. While previous plans restricted themselves to low cost spot improvements, this plan outlines a concept of a continuous four lane roadway from northern Vacaville to Highway 12 at Suisun City that can provide travel times comparable to these on I-80. This plan focuses on that single alignment, which is referred to as Phase 1.

Early in the process of this study, it was determined that Cordelia Road presented sensitive environmental and land use problems that could not be addressed within the scope of this study. Cordelia Road and the connection to I-680 is an alignment which also holds great potential for relieving traffic congestion on I-80. The STA plans to address that potential in a later Phase 2 study which will focus on the environmental issues that must be addressed to improve Cordelia Road and the southern connection to I-680 and I-80.

This study refines the alignment shown in past studies. It focuses on the Leisure Town Road and Vanden Road alignment rather than the Peabody Road alignment to prevent potential conflicts between I-80 Reliever Route traffic and local Vacaville traffic in the developed area of Vacaville along Peabody Road between Alamo Drive and I-80.

As part of this study, a refined alignment has replaced the portion of the route that included Peabody Road from Cement Hill Road to Air Base Parkway and Air Base Parkway from Peabody Road to Walters Road. This study focuses on an alignment along Cement Hill Road to an extension of Walters Road. This replaces the old alignment along Air Base Parkway and Peabody Road.

The major advantage of this new alignment is an overpass over the Union Pacific/Southern Pacific railroad. The old alignment along Peabody Road included an at grade crossing of the railroad tracks that could lead to potential rail/traffic conflicts that could worsen as traffic on both modes increases. Without the Walters Road Extension, Peabody Road would need to be expanded to six lanes, all of which would cross the Union Pacific railroad tracks.

The focus of this plan is Phase 1 of the I-80 Reliever Route, which includes a continuous four lane route that runs from Highway 12 to the Leisure Town Road interchange on I-80 in Vacaville. Phase 1 includes Walters Road, Walters Road Extension to Cement Hill Road, realignment of Vanden Road to align with Cement Hill Road, Vanden Road to the Leisure Town Road Extension, and Leisure Town Road to, and including, the Leisure Town Road interchange on I-80.

1.3 Study Objectives

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

- Refine and define the route;
- Develop logical project segments;
- Analyze existing and future congestion;
- Develop geometric schematics (define specific improvements); and
- Develop cost estimates.

Follow up to the Plan will include the setting of priorities for the respective segments of Phase 1 of the I-80 Reliever Route, and development of a Memorandum of Understanding between the STA and participating jurisdictions that reflects those funding priorities. The STA will then seek appropriate funding for Phase 1 of the I-80 Reliever Route consistent with those priorities.

Further follow up to this Plan will include a Phase 2 study that will address the southern end of the route, including the environmental issues impacting Cordelia Road, and the southern connection to I-680 and I-80.

April 9, 1997
Agenda Item 10.2



DATE: April 2, 1997
TO: STA Board
FROM: Matt Todd
RE: Letter of Support for AB 827 (Thomson)

AB 827, by Assemblymember Helen Thomson, would create a double fine enforcement zone for the portion of Highway 12 between the city of Suisun City and the city of Lodi. This is similar to the legislation that created a double fine zone on Highway 37 in Solano County (west of Vallejo).

This legislation would double the fines for violations relating to speeding, recklessness, and alcohol. The implementation of the double fine zone would become effective immediately upon passage by the Legislature and approval by the Governor.

The double fines would be a component of the effort to improve the safety on Highway 12. Other efforts underway to improve safety include the use of radar trailers, increased highway patrol units, and road safety improvement projects as outlined in the HR 45 report to the Legislature.

This bill is scheduled to be heard by the Assembly Transportation Committee on April 14.

Recommendation

Approve the attached letter in support of AB 827 and authorize the Executive Director to work with our legislative delegation on the successful passage of the bill.

Staff also urges each STA Board member to agendaize this legislation for consideration by their city council or board of supervisors.

Attachment



April 9, 1997

Assemblymember Helen Thomson
State Capitol
Sacramento, CA 95814

Dear Helen:

The Solano Transportation Authority (STA) is writing to express our strong support for your legislation AB 827 to create a double fine zone on Highway 12 between the city of Suisun City and the city of Lodi.

We think this legislation will help to increase traffic safety on this section of Highway 12 by helping to deter speeding, drunk driving and recklessness on the highway. As you know, a similar program, implemented on Highway 37 in Solano County, was one of the key factors that has reduced the amount of fatal incidents on that highway.

We strongly support your legislation which will help to improve the safety of driving on this dangerous stretch of Highway 12.

Thank you. Please let us know if we can be of any assistance on behalf of your most worthy effort.

Sincerely,

Steve Lessler
Chairman

cc: Highway 12 Association



DATE: April 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: AB 595 (Brown) - Regional Gas Tax Legislation

Similar to legislation supported in past years by the STA, AB 595 by Assemblymember Valerie Brown would authorize a vote by the region's electorate on a 10-cent per gallon tax on gasoline sold in Bay Area counties. The bill directs the Metropolitan Transportation Commission (MTC) to develop the list of transportation projects to be funded by the revenue generated from the tax. A measure to approve the regional gas tax would be placed on a future election ballot in all nine Bay Area counties. If the measure is approved by the voters, the tax would go into effect for a period of 20 years.

A 10 cent per gallon gas tax is estimated by MTC to raise \$4 billion dollars over a 20 year period. This could vary depending upon future fuel usage. The amount of tax presented to the voters could also be less than 10 cents per gallon.

The revenue would be used to cover projected 20 year shortfalls in maintaining the basic transportation infrastructure in the Bay Area, including a projected \$3.8 billion shortfall to maintain and repair local streets and roads, and a \$1.8 billion shortfall to rehabilitate public transit systems in the Bay Area (see attachments). The funding would also allow funding for capacity increasing projects. The specific list of projects would be developed by MTC in cooperation with local jurisdictions and Congestion Management Agencies.

The bill provides for a return to source county of 95 percent of revenues collected in that county over the 20 year period, and guarantees that 80 percent shall be returned to source county in every five year period.

Without this legislation, or the creation of other revenue alternatives, the funding of the basic transportation infrastructure in the Bay Area over the next 20 years will go unaddressed. There is a high cost to deferring maintenance on local streets and roads. As the condition of roadways degenerate, basic maintenance will no longer address the condition, and total reconstruction becomes necessary. Without proactive measures, the future cost of roadway maintenance could become uncontrollable.

Recommendation

Authorize the chairman to sign the attached letter of support for AB 595. Staff encourages STA Board members to request their agencies to also agendize the issue for support.



March 31, 1997

Assemblymember Valerie Brown
State Capitol, Room 2130
Sacramento, CA 94558

Dear Assemblymember Brown,

The Solano Transportation Authority (STA) is writing to express our strong support for your legislation AB 595 to allow the voters of the Bay Area to consider up to a 10 cent per gallon tax on gasoline to fund desperately needed maintenance and other transportation projects in the Bay Area.

The Metropolitan Transportation Commission (MTC) projects a \$3.8 billion shortfall to maintain and repair local streets and roads, and a \$1.8 billion shortfall to rehabilitate public transit systems in the Bay Area over the next 20 years. Without proactive measures, such as your legislation, the future cost of roadway maintenance in the Bay Area could become uncontrollable.

We strongly support your legislation, and your efforts to allow Bay Area voters to gain control over a potentially disastrous situation.

Thank you.

Sincerely,

Steve Lessler
Chairman

cc: Honorable Kevin Murray, Chair, Assembly Transportation Committee
Honorable Helen Thomson
Honorable Mike Thompson
Honorable Maurice Johannessen



FACT SHEET

Bay Area Transportation Improvements and a Regional Gas Tax — AB 595 (Brown)

What the Bill Would Do

AB 595 by Assemblymember Valerie Brown of Sonoma would authorize a vote by the region's electorate on a series of transportation improvement projects, to be funded by up to a 10-cent per gallon tax on gasoline sold in Bay Area counties. The bill directs the Metropolitan Transportation Commission (MTC) to develop the list of transportation projects. A measure to approve the list of projects and the funding mechanism — the regional gas tax — would be placed on a future election ballot in all nine Bay Area counties. If the measure is approved by the voters, the tax would go into effect for a period of 20 years.

Why a Regional Tax Is Needed

In the latest Bay Area Council poll, Bay Area residents have again identified traffic congestion as the region's number one problem. Yet the region faces significant revenue shortfalls from traditional federal, state and local funding sources to address the public's growing concern for transportation. Specifically:

- In Washington, Congress and President Clinton are considering deep cuts to transportation and other discretionary domestic programs in an effort to balance the federal budget by 2002.
- California in recent years has experienced a multi-billion dollar transportation funding shortfall, due largely to the unforeseeable effects of earthquakes, a severe economic recession, and the failure of key bond measures at the polls. As a result, a number of previously approved highway and transit expansion projects were deleted from the 1996 State Transportation Improvement Program (STIP).
- Local shortfalls identified in MTC's draft *Regional Transportation Plan*, slated for adoption in 1998, will severely impair the region's ability to complete such fundamental tasks as fill potholes, repair damaged pavement, and maintain existing transit service. The plan forecasts a 20-year shortfall of \$3.8 billion to repair local streets and roads, and a \$1.8 billion shortfall to rehabilitate public transit systems in the Bay Area (see Attachment 1).

These shortfalls pose a serious threat to the Bay Area's ability to pay for transportation projects that are critical to the region's economic health and overall quality of life. Accordingly, MTC believes that Bay Area voters should have the option of taking action to salvage important projects that would otherwise be delayed or canceled.

AB 595 would provide the Bay Area with this option. Importantly, all revenue raised from the gas tax would be spent in the region. And because funds would be administered at the regional — rather than state or federal — level, AB 595 would speed project delivery.

Program of Projects

Prior to a vote, MTC, working with local officials and the public, will develop an expenditure plan identifying projects, costs estimates, and the amount of tax revenues expected to be available to spend.

How Much Revenue Would Be Raised?

A regional gasoline tax of 10 cents per gallon would generate approximately \$4 billion (in 1997 dollars) over a 20-year period, depending on future fuel usage. On average, the tax would generate approximately \$200 million per year. *Please note, however, that AB 595 authorizes a maximum tax rate of 10 cents per gallon; the tax level submitted to the voters might be lower.*

Two-thirds or Majority Vote?

AB 595 specifies that the regional gas tax measure authorized by the bill must be approved by whatever voting margin is legally required by the courts at the time the measure is placed on Bay Area ballots.

Bay Area Support for Transportation Funding

Bay Area voters have a history of supporting needed transportation investments. In 1988, the region's voters approved Regional Measure 1, the ballot measure that raised tolls to \$1 on all state-owned bridges in the Bay Area to fund specified bridge and transit improvements. In addition, Bay Area voters have consistently voted above statewide averages on state ballot measures for transportation funding (see Attachment 2).

Existing Tax on Gasoline

Gasoline is taxed on a per-gallon basis at the federal and state levels, and most of the revenue is dedicated to transportation purposes. Currently, the state and federal tax rates are the same; each is 18 cents per gallon. Gasoline is also subject to the state sales tax, which varies by county.

Restoring Lost Purchasing Power

The state gas tax, adjusted for inflation, has declined substantially in purchasing power since 1960 (see Attachment 3). Even a sizable new tax on gasoline in the Bay Area would leave the gas tax costs paid by motorists well below historical levels.

Widespread Support for AB 595's Approach

The proposed regional gasoline tax would give the Bay Area the means to cope with the new budgetary realities in Sacramento and Washington, and protect the transportation future of the region. The approach embodied in AB 595 is supported by a broad coalition of business, environmental and transportation interests.

For more information, contact Steve Heminger (510/464-7810) or Ellen Griffin (510/464-7854) at MTC.

Attachment 1

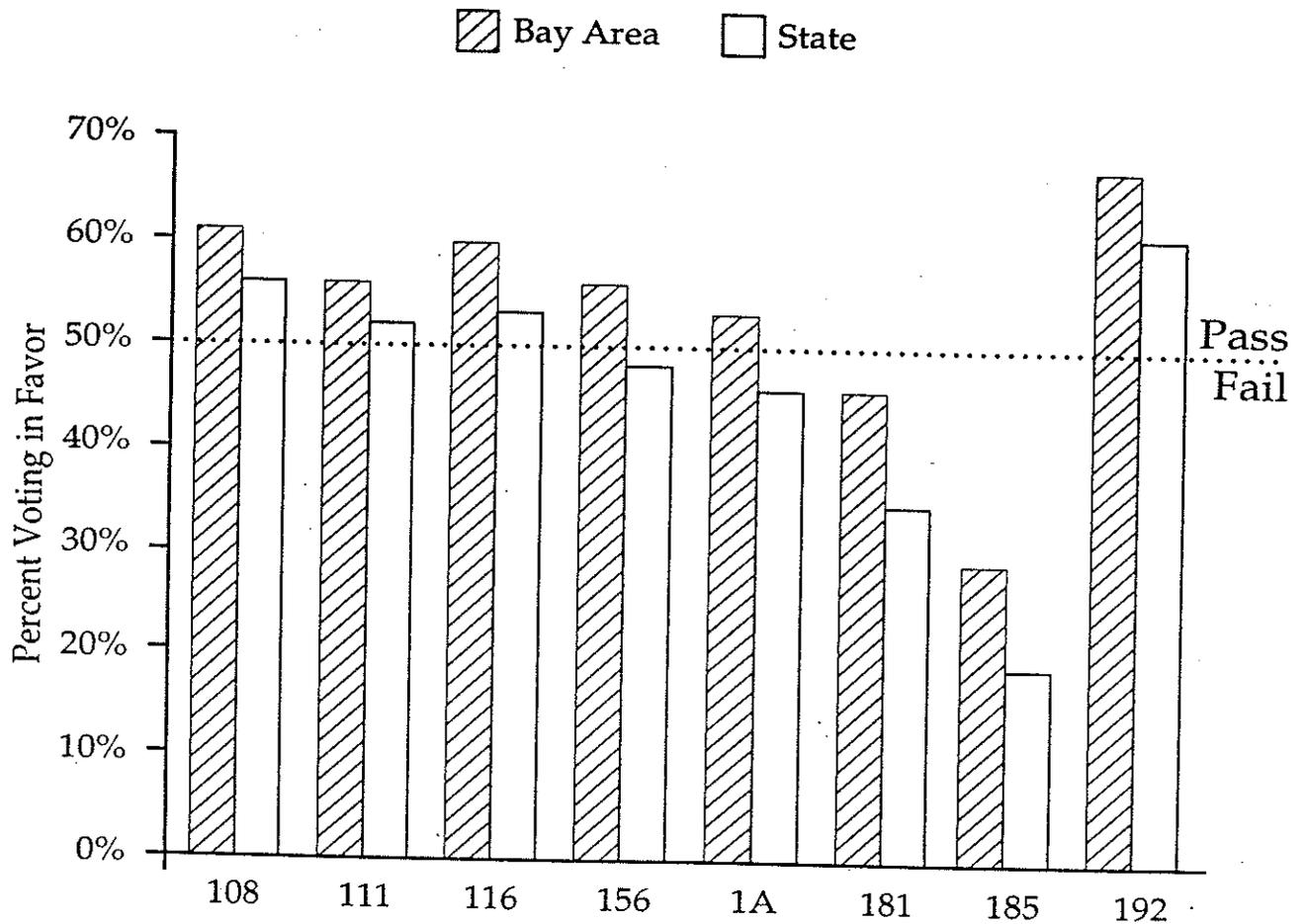
**Bay Area Transportation 20-Year
Operating and Maintenance Shortfalls***

(Millions of Escalated Dollars)

Needs	Cost/Shortfall
• Local streets and roads (pavement)	\$1,768
• Local streets and roads (signs, lighting, sidewalks)	2,000
• Local bridge upgrade and seismic	327
• Local traffic signal upgrades and maintenance	35
• Golden Gate Bridge seismic retrofit	140
• BART seismic retrofit	230
• Transit vehicle & system rehabilitation	1,770
• Transit operating and maintenance	300
TOTAL	\$6,570

* Excludes state-owned toll bridge seismic retrofit costs.

Voting Results on Transportation Funding Ballot Measures: Bay Area vs. State



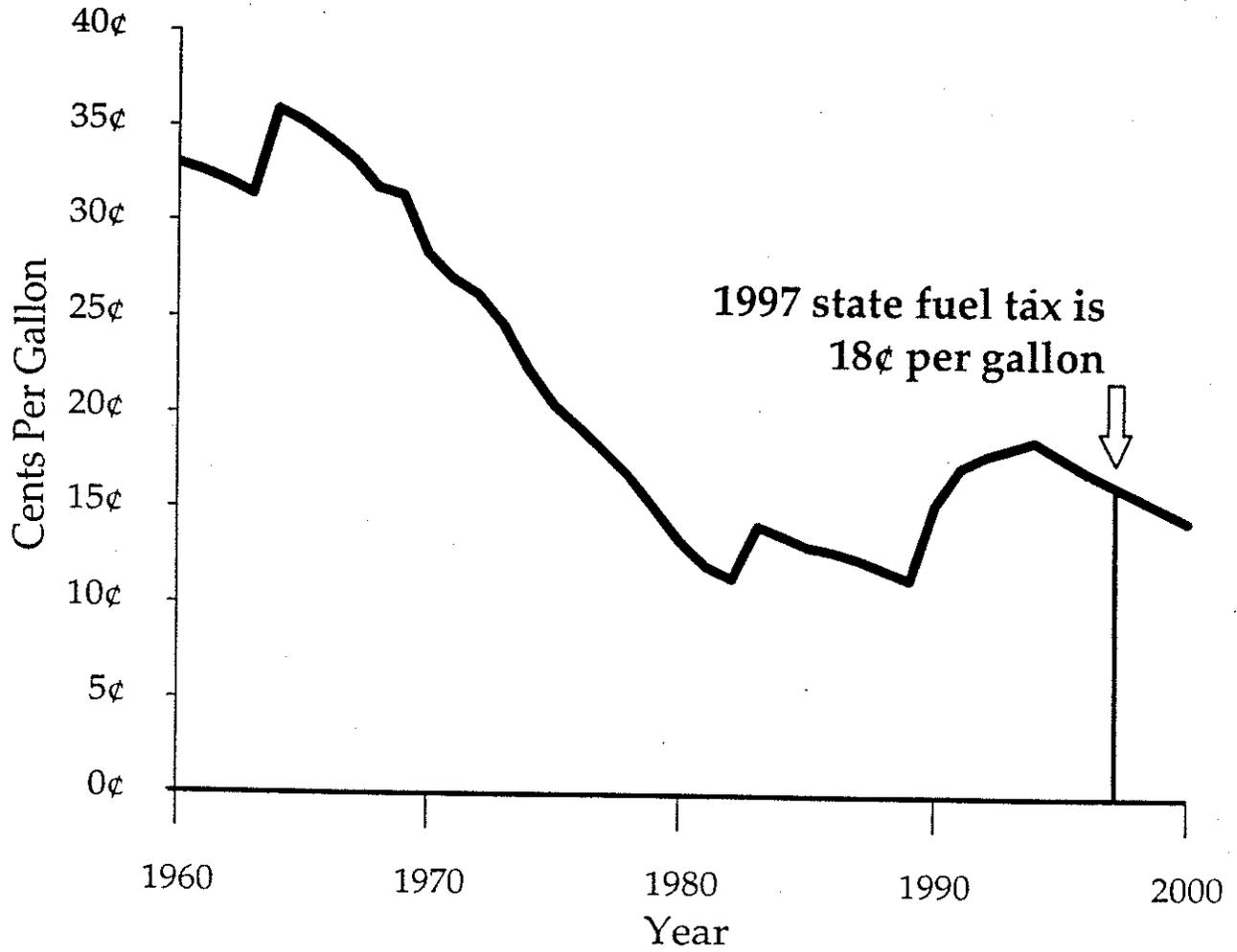
Propositions

Prop. 108	\$1 billion rail bond measure	(June 1990)
Prop. 111	9¢ gas tax increase	(June 1990)
Prop. 116	\$2 billion rail bond measure	(June 1990)
Prop. 156	\$1 billion rail bond measure	(Nov. 1992)
Prop. 1A	\$2 billion seismic retrofit bond measure	(June 1994)
Prop. 181	\$1 billion rail bond measure	(Nov. 1994)
Prop. 185	4% sales tax on gasoline	(Nov. 1994)
Prop. 192	\$2 billion seismic retrofit bond measure	(Mar. 1996)

MTC Graphics, Inc. - 3/96

Declining Purchasing Power of California State Fuel Tax, 1960 – 2000

(Adjusted for inflation; in 1997 dollars)



**Support Positions
for AB 595 (Brown), Regional Gas Tax
as of March 25, 1997**

Alameda Congestion Management Agency
Asphalt Pavement Association
California Bicycle Coalition
California Conference Board of the Amalgamated Transit Union
California Transit Association
City of Oakland
Oakland Metropolitan Chamber of Commerce
City of Santa Rosa
Contra Costa Transit Authority (County Connection)
Contra Costa Transportation Authority
Golden Gate Bridge, Highway and Transportation District
Hewlett-Packard Company
Marin Congestion Management Agency and County of Marin
North Bay Council (business group)
RIDES for Bay Area Commuters
Santa Clara Valley Manufacturing Group (business group)
Union of Concerned Scientists

April 9, 1997
Agenda Item 10.4



DATE: April 2, 1997
TO: STA Board
FROM: Matt Todd
RE: Application for Regional Traffic Signalization and Operations Program (RTSOP)

The third cycle of the RTSOP is calling for applications by April 30. This program is supposed to fund traffic signalization projects that implement cost effective traffic control measures. The types of projects eligible for funding include:

- Signal Retiming
- Upgrades of existing controllers to comply with AB 3418 and NTCIP
- Repair, replacement, installation, and improvement of hard-wire interconnect systems (Up to \$100,000 limit)
- Upgrade and improvements to traffic signal systems

Proposed STA Application

The STA applied for Traffic Systems Management funds last year to interconnect the signals on Highway 12 at Beck and Pennsylvania with the 4 signals that were interconnected as part of the Highway 12 project completed in December 1996 (through Suisun City). This application did not receive funding through the TSM program.

Staff would like to resubmit this project for RTSOP III funding. The funding limit per project for RTSOP funds is \$350,000. After initial discussions with MTC, staff feels we can request the necessary funds within this limit.

Recommendation

Staff and the TAC recommend the Board authorize staff to submit an application for RTSOP III monies to fund the interconnection of two intersections on Highway 12 (Beck and Pennsylvania Avenue) with the existing interconnected intersections (between Marina and Walters Road) that were part of the Highway 12 construction completed in December 1996.

Attachments

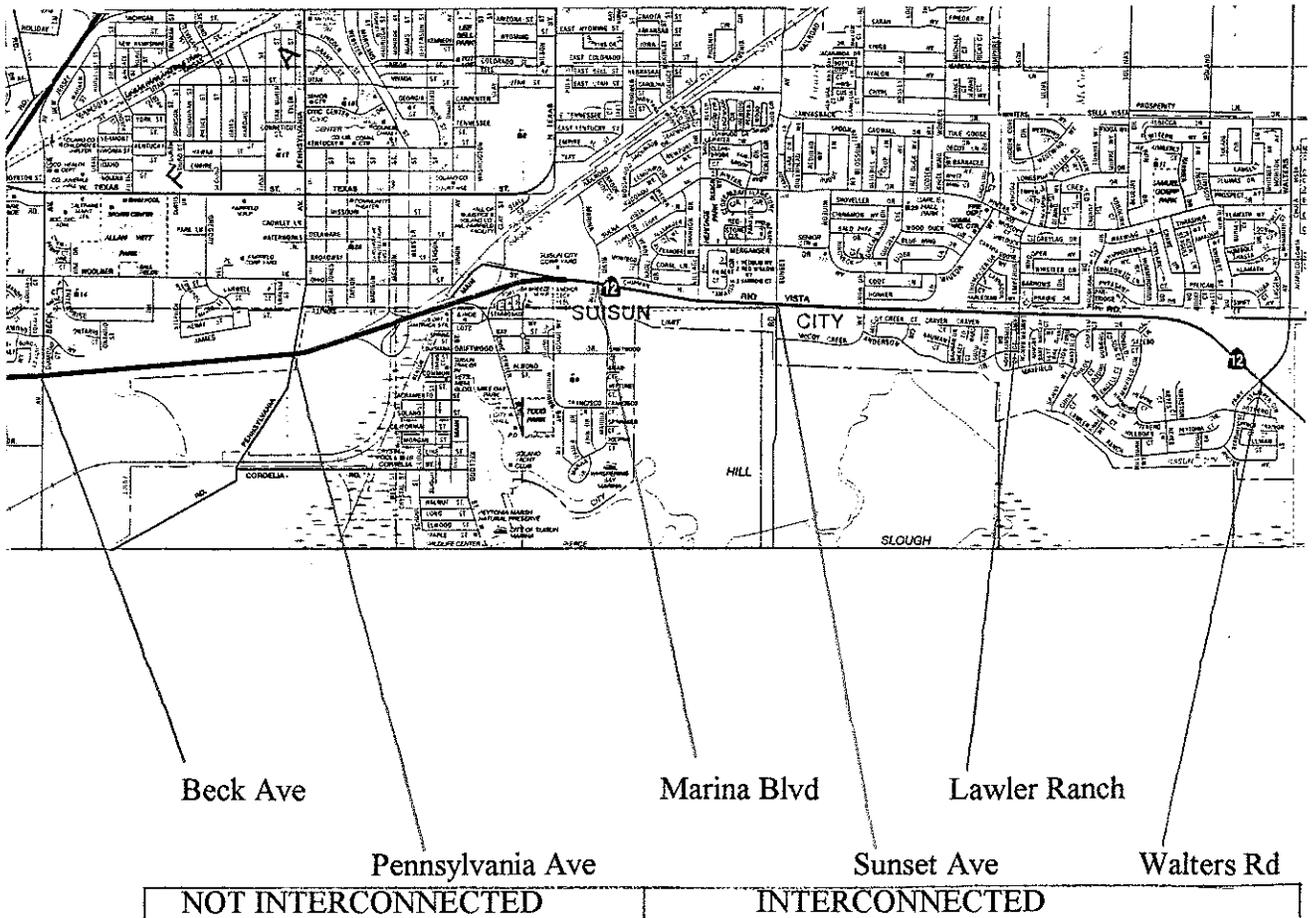
Project Summary: Highway 12 Traffic Signal Interconnect

This project proposes to complete the interconnection of the signals on Highway 12 between the eastern city limit of Suisun City and Interstate 80.

The stretch of Highway 12, approximately 5 miles in length, between I-80 and Walters Road is the location of the proposed traffic signal interconnect. The project involves 4 intersections /signals constructed as part of the Suisun City widening project. These 4 new intersections/signals are interconnected. There are also two existing intersection/signals to the west of this project that are not included in this interconnect. This proposal interconnects all of the signals on Highway 12 in Solano County.

This project will help to relieve local traffic as well as the through traffic that use Highway 12 to get into the Rio Vista/Stockton central valley area. This section of Highway 12 is also part of the Solano County I-80 Reliever Route.

Funding Request: No more than \$350,000, the maximum RTSOP funding allowed per project



METROPOLITAN TRANSPORTATION COMMISSION (1997) REGIONAL TRAFFIC SIGNALIZATION/OPERATIONS PROGRAM (RTSOP III)

PROGRAM DESCRIPTION

The 1993 Transportation Improvement Program (TIP) programmed \$7.3 million to establish the Regional Traffic Signalization and Operations Program (RTSOP). The creation of RTSOP demonstrated the Bay Area's commitment to implementing traffic signalization projects as defined in Transportation Control Measures. Traffic signal related TCMs are the most cost effective means of lowering automobile emissions. Retiming and coordinating traffic signals, and replacing outdated traffic signal controllers was the primary goal of RTSOP. Thirty-nine projects were funded through RTSOP.

The 1995 TIP programmed \$5 million to fund a second cycle of RTSOP (designated RTSOP II). RTSOP II not only carried out the goals of the original program but expanded the scope by emphasizing system-wide connectivity, multi-agency projects, and projects that demonstrate the use of new or innovative traffic management techniques. RTSOP II funded thirty-one projects.

The 1997 TIP programs \$5 million to fund a third cycle of RTSOP (RTSOP III). The purpose of RTSOP III is to promote projects that fulfill the principles of MTC's Metropolitan Transportation System Arterials Management Strategy (MTS Arterials M.S.), encourage the implementation of traffic system management capabilities, and continue to carry out the goals of the two previous RTSOP cycles.

The MTS Arterials Management Strategy builds on the central themes adopted by the Partnership in March 1995, which included 1) cooperative planning at the corridor level that is sensitive to all modes and users, and 2) development of strategies that are tailored to individual corridors and vary by time of day. RTSOP projects should focus on improving the management and operation of arterials and corridors rather than individual intersections. Projects should promote coordination of signals within a jurisdiction and across jurisdictions, and should enhance the operation of all transportation modes. Intelligent Transportation Systems may provide a cost-effective means of meeting these goals.

PROJECT SCREENING CRITERIA

1. Projects should be located on MTS arterials, within a grid that includes MTS arterials, or on arterial or collector streets which significantly impact the MTS.
2. Projects should include the development and implementation of new signal timing plans.
3. Projects requesting new controllers or upgrades for controllers must comply with AB 3418 and should also comply with NTCIP.
4. Project requests for RTSOP funds are limited to \$350,000 per project. (Multi-agency projects may receive additional funding. MTC will review these projects on a case by case basis.)
5. Projects are limited to \$100,000 for the installation, replacement, or improvement of hardwire interconnect.
6. Projects are limited to \$50,000 in construction costs for items such as median removal or installation, approach lane or turn-pocket construction, or paving to ensure the reliability of detection loops.