



Board Meeting
May 14, 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

May 14, 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 Approval of Agenda
- 3.0 Executive Director's Report
- 4.0 Comments/Update from Staff, Caltrans, and MTC
- 5.0 Opportunity for Public Comment
- 6.0 **CONSENT AGENDA (Any consent item can be pulled for discussion)**
- 6.1 Minutes of Meeting of April 9, 1997. Page 15
- 6.2 Draft minutes of April 30, 1997 TAC Meeting. Page 21
- 6.3 Solano Paratransit Quarterly Report. Page 25 (Matt Todd)
- 6.4 Cooperative Agreement for Walters Road Improvements. Page 27 (Martin Tuttle and Kim Kloeb)
- 6.5 Letter of Support for Yolobus Service to Sacramento Airport. Page 37 (Martin Tuttle)

7.0 ACTION ITEMS: FINANCIAL

- 7.1 STA 1997-98 Budget.** Page 41 (Martin Tuttle)
- 7.2 1997-98 TDA/STAF Claim for Solano Paratransit operations, planning, administration and intercity transit coordination.** Page 49 (Matt Todd and Dan Christians)
- 7.3 One Year Extension for Solano Paratransit Contract.** Page 57 (Matt Todd)

8.0 ACTION ITEMS: NON-FINANCIAL

- 8.1 I-80 Reliever Route Implementation Plan.** Page 63 (Kim Kloeb, Brent Ogden and Bob Grandy)
- 8.2 1997-98 Unmet Needs Response.** Page 93 (Matt Todd)
- 8.3 1998-99 Traffic Systems Management (TSM) requests.** Page 117 (Kim Kloeb)

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 North Gate Road Update.** Page 119 (John Gray)
- 9.2 Vallejo Ferry Boat Plan Update.** Page 125 (Pam Belchamber)
- 9.3 Vacaville CNG Facility and Vehicles Update.** Page 129 (Gian Aggarwal)
- 9.4 Video on Traffic Calming.** Page 131 (Barbara Kondylis)
- 9.5 Board Members Comments.**
- 9.6 Adjourn (Next Meeting: June 11, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

May 14, 1997
Agenda Item 3.0

Area Code 707
422-6491 ♦ Fax 429-2894

MEMORANDUM

Members: DATE: May 6, 1997
TO: STA Board
FROM: Martin Tuttle *Mt*
RE: EXECUTIVE DIRECTOR'S REPORT

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

ADMINISTRATION

Proposed 1997-98 Budget: Agenda item 7.1 again outlines our proposed budget for the coming fiscal year (item was delayed last month due to the absence of one agency representative). The member contribution increase of 4% is in line with the projected increase of TDA and gas tax revenues for local agencies. The Board did approve specific priority projects to include in the project development portion of the budget at the April meeting.

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

SEDCORP Transportation Forum, Vacaville, April 16

Joined Board members Lessler, Hayes and Sperring at the STA co-sponsored breakfast meeting to hear Carl Guardino of the Santa Clara Valley Manufacturing Group describe the collaborative approach used by the private and public sectors in Santa Clara County to secure sales tax funding for transportation (see related news article, page 5).

Bay Area and Yolo/Solano Air Quality Management Districts, San Francisco, April 16

Dan Christians briefed members of both air districts on STA projects and goals at the joint meeting.

Capitol Corridor Joint Powers Board, Suisun City, April 16

The CCJPB unanimously approved an agreement to assume the management of the Capitols on July 1, but as of this writing, the proposal is still pending with the State (see related news article, page 7).

CCTA/STA Subcommittee, Benicia, April 17

Joined Board members Erickson, Hayes and Patchell 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 is expected to request the Coast Guard to reconsider its position, after Caltrans first meets with Union Pacific to review a Caltrans' consultant's analysis documenting

Executive Director's Report, page two

the ability to accommodate work on the UP railroad bridge. That meeting is to take place prior to May 11 (see related letter, page 8).

Bay Area Transportation Forum, San Ramon, April 18

Spoke on North Bay transportation issues at the forum sponsored by Contra Costa County Congresswoman Ellen Tauscher.

Assembly Transportation Committee, Sacramento, April 21

Joined Board member Erickson at the hearing in support of AB 930 (Thomson), the bill appropriating funds for the Dixon-Davis Bike Route, and testified in support of AB 595 (V. Brown), the regional gas tax bill. Both measures were approved by the committee.

Bay Bridge Design Committee, Suisun City, April 23

Joined Board members Erickson, Lessler and Sperring at the meeting soliciting input on the design for the Bay Bridge eastern span replacement project (see related news articles, page 9).

Caltrans, Oakland, April 28

Caltrans informed the STA that the construction schedule for the Highway 37 widening project will be delayed one year (now Spring 2002) and the project's cost is expected to increase \$4-7 million for relocating existing sewer facilities. The city of Vallejo has requested a meeting to discuss the project with Caltrans District Director Harry Yahata (see letter on page 10).

Jim Sperring Community Reception, Fairfield, April 28

Attended the STA co-sponsored event recognizing Board member Sperring, the first-ever Solano representative to chair the Metropolitan Transportation Commission (MTC), at the Anheuser-Busch brewery.

Fairfield-Suisun Chamber of Commerce, Fairfield, April 30

Briefed Chamber members participating in the annual lobbying trip to Washington, D.C. on Solano transportation issues. Staff also worked with MTC staff in preparing an advocacy packet covering those issues for the group to distribute.

California Transportation Foundation, Sacramento, April 30

Attended the dinner at which Board member Sperring received the 1997 Elected Official TRANNY Award. The STA was one of four finalists for Organization of the Year.

California Transportation Commission, Sacramento, May 1

The CTC voted to delay the development schedule of the 1998 State Transportation Improvement Program (STIP) back to the established statutory time lines. Staff will work with the TAC and MTC in revising a new schedule for the Board to review at the June meeting.

SEDCORP Transportation Action Team, Fairfield, May 2

Joined Board members Lessler and Sperring at the third meeting of the industry group. The group was briefed by Will Kempton of Smith/Kempton and Steve Heminger of MTC on successful approaches used by other counties to promote transportation projects. The group will begin developing similar strategies for Solano at its next meeting on May 16.

LEGISLATIVE REPORT:

SB 45 (Kopp): The bill to revise the STIP funding process and shift more responsibility for planning/programming to the local and regional level was approved 10-1 by the Senate Appropriations Committee on May 5, 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 Transportation Committee.

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 was approved by the Assembly Transportation Committee on April 21 and next will be reviewed by the Assembly Appropriations Committee on May 7.

AB 827 (Thomson): The bill to create a double fine enforcement zone on Highway 12 from Suisun City to Lodi was approved by the Assembly Appropriations Committee on April 23 and is now pending on the Assembly floor.

AB 930 (Thomson): The STA-sponsored bill to appropriate funds for the Dixon-Davis Bike Route was approved by the Assembly Transportation Committee on April 21 and next will be reviewed by the Assembly Appropriations Committee on May 14.

UPCOMING EVENTS

May 16	Vallejo Ferry reception in Vallejo
May 22	Joint subcommittee of the STA and Contra Costa Transportation Authority in Walnut Creek
May 23	Bay Area CMA Association meeting in San Francisco
May 28	Metropolitan Transportation Commission meeting in Oakland
May 28	STA TAC meeting in Suisun City
May 29-30	MTC's Bay Area Partnership in Marin County
June 4-5	California Transportation Commission meeting in Sacramento
June 11	Capitol Corridor Joint Powers Board in Suisun City
June 11	STA Board meeting in Suisun City

ATTACHMENTS:

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

**STA Project Development Fund
1996-97 Priority Projects - Status Report
(listed in alphabetical order)**

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects ** Benicia, Vallejo, STA	\$20,000	\$20,000	\$12,103	-U.S. Coast Guard denied 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	*	\$21,912	-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, CCJPB approves it 4/16/ pending state approval -CTC approved 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	*	*		-Trial run on Carquinez Bridge complete (3/6 to 5/6/97) Analysis of data and future implementation calendar should be available in June.
Highway 12 Improvements STA	*	*		-E. T. Road improvements requested 2/21, Caltrans preparing cost estimates
Highway 37 Project Vallejo, STA	*	*		-Caltrans reports one year construction delay (now Spring 2002) and \$4-7 million cost increase on 4/30
Highway 113 Relocation Dixon	*	*		-CMAQ application submitted, pending CMAQ fund estimates from SACOG
I-80/680 Auxiliary Lanes STA	\$10,000	*	\$8,494	-TSM funding request to be submitted 5/14 -STA Board accepted report at meeting on 2/12
I-80 Reliever Route Implementation Plan *** STA	\$5,500	\$50,000	\$1,859	-STA Board to receive the draft Final report at meeting on 5/14 for approval
	\$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 #3 held 4/25; Next workshop scheduled on 5/20 -Transit Steering Committee meeting held on 4/8 -Nelson/Nygaard has commenced phase II
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	*	*		-Construction underway, testing scheduled for the end of May/June
TOTAL	\$116,000	\$140,000	\$81,223	

* No funds allotted at this time

\$256,000

** Total cost of the Benicia- Martinez and Carquinez Bridge Projects through May 5 is \$24,206

*** Total cost of the I-80 Reliever Route Implementation Plan through May 5 is \$18,586

**** Total cost of the Transit Management Plan through May 5 is \$25,569

Transportation tax considered

By Charles Levin
DAILY REPUBLIC

4/17/97

FAIRFIELD — No one's coming right out and saying it. But a county-wide sales tax to fund transportation needs could be just around the corner.

The impetus? A favorable court ruling upholding a Santa Clara County tax measure that won approval from voters last November.

A Solano County transportation official said Santa Clara's success has boosted interest here.

Santa Clara voters defeated a traffic-congestion tax measure in 1992,

failing to get the required two-thirds majority. So a coalition of business and transportation officials sculpted a two-measure plan that worked as follows:

A half-cent sales tax on one measure and a non-binding resolution listing transportation projects that should be funded with tax revenue on the other. In November 1996, the first passed by a bare majority, the second with overwhelming approval.

Because the measure was non-binding, supporters argued the tax was a general purpose tax that only

See Tax, Back Page

Tax From Page One

required a simple majority, skating around Proposition 13's two-thirds requirement.

County supervisors are expected to spend the money as directed or answer to angry voters at the polls.

Earlier this month, Santa Clara County Superior Court Judge Jeremy Fogel upheld the measure.

The idea has garnered enough interest here that for the second time in six months, business and transportation leaders have brought in a Santa Clara official to speak on the measure.

Carl Guardino, president of the Santa Clara Manufacturing Group and a key organizer of the Santa Clara measures, speaks at 7:30 a.m. today at the Solano Economic Development Corp.'s membership breakfast at the Ulatis Community Center in Vacaville.

Local interest in Santa Clara's scheme is high because experts predict gridlock on Interstate 80 within a decade while funds for future transportation projects and continued road maintenance are scant, said Marty Tuttle, executive director of the Solano Transportation Authority.

"We really are ripping a page of the Santa Clara play book, and Guardino is probably the best person to speak about this strategy," he added.

To mobilize interest, Sedcorp and STA have formed a Transportation Action Team committee with local business leaders and authority members to study a variety of transportation issues. "One thing could be sales tax," said Tuttle, who backed away from calling it a certainty.

The idea is appealing because it helps cash-strapped public agencies, hamstrung by Proposition 13's two-thirds majority requirement.

"All of these issues are going to gain a momentum of their own," said Benicia Mayor Jerry Hayes, an authority board member.

Santa Clara's measures raise the questions of "How do you fund local government and the failure of this governor and previous governors to address this particular issue," Hayes added. "They're good at grabbing the dollars when they need them," he said, but dodge any responsibility for the effects of Proposition 13.

Tuttle hastens to point out that many proposed transportation fixes are lacking adequate funds, such as the I-80 Reliever Route, which would link back roads between Vacaville and Cordelia to relieve Interstate 80 traffic, or new interchanges for intersections at Highways 29 and 37, and Interstates 680 and 80.

A Santa Clara taxpayer's group will likely appeal the decision, Guardino said, but should it pass muster again, Tuttle and others expect to see a flurry of similar ballot measures statewide.

Complications remain. An official from the Howard Jarvis Taxpayers Association doesn't expect copycat measures to survive Proposition 218, a new law passed by voters last November that enacts even tighter restrictions on special taxes.

While Santa Clara may survive the restrictions of 218 because voters approved it the same day, "I don't think that governments will be able to do that in the future," said Jonathan Coupal, the association's director of legal affairs.

Guardino called that assessment premature. "I think people want to solve problems . . . and it would be a shame if we weren't allowed to grapple with our local problems," he said.



April 21, 1997

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

Dear Mr. Tuttle:

Dan Christian's presentation was well received at the joint Yolo-Solano and Bay Area District Board meetings last week. The conditions were not ideal as the public meeting ran longer than anticipated, but Dan responded well to the challenge and covered the topic areas he anticipated.

I appreciate your supporting this meeting as there are a number of critical transportation and air quality issues that are important to both the Bay and Sacramento regions that require coordination between each. Meetings of this type remind our elected officials of this requirement and help them to respond to this need when they meet in other forums. I will continue to work with you in every possible way to advance our mutual goal of a rational solution to improving our public transportation options and subsequently reducing air pollution in the region.

Sincerely,

Larry F. Greene
Air Pollution Control Officer

Takeover might boost local control

By John Schelbe
Staff Writer

Reporter
4/18/97

In a big step toward local control of The Capitols passenger train service, a transportation board voted unanimously this week to take over the rail line.

Wednesday's vote means the Capitol Corridor Joint Powers Board could take control of the railway from the California Department of

Transportation as early as July 1. But the plan must first be ratified by Dean Dunphy, the head of the state's Business, Transportation and Housing Agency.

"I'm extremely pleased the board took the action it did this morning," said board Chairman and Suisun City Mayor Jim Spering. Spering said transfer of the rail service to the board "will mean more local control over this vital transporta-

tion service."

The railway links Solano County to the state capital and the Bay Area. Its backers say the Capitols provides a vital transportation link to those commuting between the Bay Area and inland counties, including Solano, Yolo and Sacramento.

Without the rail line, most commuters going to and from the Bay

■ See **Takeover**, Back Page

Takeover advances ...

■ Continued from Page 1A
Area would be forced to take the often-congested Interstate 80.

Martin Tuttle, the Solano Transportation Authority's executive director, said Wednesday's vote means local residents could soon have much greater say in how the Capitols is run.

"Some of the big issues are how often trains leave to and from the Bay Area, how quickly they get to where they are going and who will be responsible for their maintenance," Tuttle said during the meeting at City Hall in Suisun City.

Board members want the joint powers board to be responsible for the trains' maintenance.

Board members also want to increase the number of round trips between the Capitol and the Bay Area from four to 10 by 1999.

Spering and others say

more round trips will make the rail service more appealing to commuters.

"Hopefully this will draw more of them out of their cars and onto the train," he said.

Spering added the board also will be responsible for other things, including presenting a convincing case to commuters as to why the rail line is a good alternative to commuting daily.

The Capitols train line began operating in December 1991. The 150-mile corridor route has 12 stations and connects directly with 12 public transit bus systems, 16 private intercity bus routes and four passenger rail systems, including BART.

The Capitol Corridor Joint Powers Board consists of 16 members, including representatives from the BART board and transportation authority members from Solano, Yolo, Alameda, Sacramento, Placer and Santa Clara counties.

DEPARTMENT OF TRANSPORTATION

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



April 24, 1997

Mr. K. L. Wammel
Union Pacific Railroad
1416 Dodge Street
Room 1000
Omaha, Nebraska 68179-1000

Dear Mr. Wammel:

This is a follow-up to our telephone conversation on April 21, 1997, concerning the new Benicia-Martinez highway bridge being proposed by the California Department of Transportation.

As we discussed, the Department requested that the DCC Engineering Company prepare an assessment of the ability of the railroad to maintain or replace its bridge with a proposed highway bridge at the location that was evaluated by Modjeski and Masters in its March 21, 1996 report. A copy of that assessment was sent to you for your review and comment. Based on the information contained in this assessment, the Department will request that the 11th Coast Guard District reconsider its March 6, 1997 decision and ask that they approve the Department's proposal contained in the Public Notice 11-85b, dated September 20, 1996.

Before we send the assessment to the Coast Guard, I would like to meet with you sometime during the first two weeks of May so that we can discuss DCC Engineering's conclusions and receive input from you. After we have had a chance to meet, we will send the assessment to the Coast Guard the week of May 11, 1997, and ask for their reconsideration before May 22, 1997.

Please call me at (510) 286-5129 so that we can schedule a meeting.

HARRY Y. YAHATA
District Director

By *Nino A. Cerruti*

NINO A. CERRUTI
Project Manager
Benicia-Martinez Bridge Project

cc: Wayne Till - US Coast Guard

SOLANO SCENE

Public input sought on Bay Bridge extension

By Charles Levin
DAILY REPUBLIC

SUISUN CITY — The tussle over a new eastern Bay Bridge span comes to City Hall on Wednesday.

A Metropolitan Transportation Commission design task force will take public comments on the growing list of proposals to replace the current span.

Considering that the state may raise toll bridge fares temporarily to pay for a new bridge should supply enough incentive for local residents to attend the meeting, said Marty Tuttle, executive director of the Solano Transportation Authority.

"If that is the case, Solano commuters would pay twice," — westbound on the Bay Bridge and eastbound on the Carquinez or Benicia-Martinez bridges, Tuttle said.

Though the 50-plus-year-old bridge connects Oakland to San Francisco, the number of Solano County commuters using it grows each year.

Only 1,000 county residents crossed the bridge in 1960, according to U.S. Census Bureau data.

But within a decade, that number jumped 138 percent to 12,406. Between 1990 and 1996, that number rose again by 42 percent to 17,616.

Solano Commuter Information estimates that 21,338 Solano residents will commute over the bridge by the year 2,000.

The Bay Bridge's eastern half — a cantilever and truss span that connects Oakland to Yerba Buena Island — was damaged in the 1989 Loma Prieta earthquake.

Caltrans will choose a design from regional consensus, developed from the ongoing public hearings and written comments.

Current proposals include:

■ A concrete viaduct, dubbed a "skyway" by Caltrans, at a cost of \$1 billion.

■ A single-towered, cable-stayed bridge, designed by renowned bridge builder T.Y. Lin, cost unknown.

■ A double-towered, cable-stayed bridge, designed by Caltrans at a cost of \$1.2 billion.

■ A single-deck roadway supported by concrete arches, cost unknown.

Also, a pair of UC Berkeley professors just unveiled their own proposal, an all-steel, cable-stayed bridge with a single tower anchored on Yerba Buena Island.

Caltrans has no particular favorite, Bayol said.

Various critics have emerged, pit-

ting arguments about aesthetics against materials. But Bayol said seismic resistance is Caltrans' main concern.

"The bottom line is this is a seismic strengthening project and anything that comes after that is neat stuff," Bayol said.

Lin's design doesn't answer Caltrans' seismic questions, he added.

Caltrans engineers are also considering an \$84 million bike lane over the eastern span.

Engineers estimate that adding a bike lane for the entire 8.5 mile bridge would add another \$300 million.

A4 Thursday, April 24, 1997 — DAILY REPUBLIC

SOLANO

Bridge plan fails to impress transit committee

By Charles Levin
DAILY REPUBLIC

SUISUN CITY — The latest entry to replace the eastern span of the San Francisco-Oakland Bay Bridge didn't win over local transit officials at a public hearing on Wednesday.

The all-steel, cable-stayed bridge design comes from two University of California Berkeley professors, who showed their plans to the Metropolitan Transportation Commission's design task force.

The bridge is one of five proposals being considered to replace the 2,500-foot cantilever and truss span that connects Oakland and Yerba Buena Island.

The nine-county commission hopes to recommend a design to the state Department of Transportation by late July.

Yet, despite a potentially cheaper cost and the ability to withstand large earthquakes, local officials left the public

The bridge, designed by Albolhassan Astaneh, professor of engineering, and R. Gary Black, associate professor of architecture, would be anchored in the rock of Yerba Buena Island with a 645-foot-tall steel and concrete tower that gently angles outward, toward the Bay.

hearing unimpressed with the academics' vision.

"I see something that doesn't fit," said Steve Lessler, chairman of the Solano Transportation Authority and a Fairfield city councilman.

"It may be a qualified design, but aesthetically, it doesn't fit."

Mayor Jim Sperring, who chairs the nine-county commission, agreed.

Sperring suggested that future proposals show the suggested eastern spans with the remaining western span in the same photo.

"I'm not an architect or planner, but

I'm very concerned about something that's out of character," Sperring added.

The bridge, designed by Albolhassan Astaneh, professor of engineering, and R. Gary Black, associate professor of architecture, would be anchored in the rock of Yerba Buena Island with a 645-foot-tall steel and concrete tower that gently angles outward, toward the Bay.

Astaneh said his design could best withstand a large earthquake, Caltrans' main concern, and pointed to a cable-stay bridge that survived the Kobe, Japan tremor in 1995.

"We will not put up (a structure) that

is not proven," said Astaneh, an internationally recognized expert in seismic study and bridges. Astaneh headed a state study that examined the eastern span's vulnerability to earthquakes.

Gov. Pete Wilson called for new bridge designs after learning that seismic retrofits for the eastern span alone could run \$909 million.

The 1989 Loma Prieta earthquake damaged the Bay Bridge's eastern span, forcing a chunk of the upper-deck roadway to collapse.

Caltrans shut it down for a month while crews worked 24 hours a day for a month to repair it.

Astaneh and Black estimated that their design would cost just under \$1 billion, cheaper than the other proposals so far.

But costs also worry local leaders.

Plans call for temporary toll increases to pay for any bridge, which means Solano commuters will get hit

twice — westbound at the Bay Bridge and eastbound at either the Benicia-Martinez or Carquinez bridges.

The number of Solano County residents using the bridge has grown more than 17 times between 1980 and 1996, from 1,000 to 17,616.

Solano Commuter Information estimated that more than 21,000 local commuters will use the 60-year-old bridge, now the country's busiest with 280,000 vehicles daily, by the year 2000.

Caltrans has proffered three other proposals, including a concrete viaduct at a cost of \$1 billion; a double-towered, cable-stayed bridge, designed by Caltrans at a cost of \$1.22 billion; and a single deck roadway supported by concrete arches, cost unknown.

Also, renowned bridge builder T.Y. Lin has also offered a single-tower, cable-stay bridge, cost unknown.



RECEIVED

MAY 02 1997

BY:

CITY OF VALLEJO

OFFICE OF THE CITY MANAGER

97 MAY -2 PM 12:00
TRANSPORTATION DEPARTMENT

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4575
FAX (707) 648-4426

April 28, 1997

Mr. Harry Yahata
District Director
Dept. of Transportation-District 4
P. O. Box 23660
Oakland, CA 94623-0660

SUBJECT: Route 37 Improvement Project from Napa River Bridge to Diablo Street,
Vallejo, CA

Dear Mr. Yahata:

The City of Vallejo congratulates you on your recent appointment as District Director. As you are aware, in 1995 Solano County was transferred from District 10 to District 4. At that time it was decided by Caltrans that the responsibilities for the Route 37 Improvement Project would be transferred to District 4 after the final environmental document was cleared. This decision was appropriate at that time since District 10 had a team put together to complete this environmental document who were intimately familiar with the issues related to this project. Unfortunately, however, since 1995 most of these team members have been transferred to other Districts and are no longer involved in this project.

Of particular concern to the City was the recent transfer of the District 10 Director, Mr. Gordon Marts. The City considered Mr. Marts a strong, high-level advocate for this project with a genuine interest in moving this project forward. Without the impetus placed on this project by Mr. Marts the City is very concerned that this project will not move forward in a timely manner. Accordingly, the purpose of this letter is to solicit your commitment to keep this project on schedule for construction currently scheduled for the year 2000-2001.

The widening of this segment of Route 37, as well as the construction of the Route 37/29 Interchange to eliminate a bottle-neck that has plagued motorists for years, was first introduced in 1955. Funding for construction of the segment between the Napa River Bridge and Route 29 was appropriated in the 1988 STIP. In 1988, the City, assisted by BCDC, established the White Slough Task Force to help develop solutions

Mr. Harry Yahata, District Director - Dept. of Transportation-District 4
SUBJECT: Route 37 Improvement Project from Napa River Bridge to Diablo Street,
Vallejo, CA

April 28, 1997

to the White Slough planning issues. This task force developed a proposal for a White Slough Specific Plan which recognized that wetlands habitat should be preserved, but that improvements to the highway and mitigation of the flood hazards are also necessary. This proposal was conceptually approved by the Vallejo City Council in March of 1989. In an attempt to work out some of the wetland issues associated with the Highway 37 improvements, Caltrans, BCDC, and the City, working with Assemblyman Hannigan, drafted the White Slough Preservation and Development Act (AB 719). In exchange for this coordinated planning effort, this legislation allows for some wetland fill for the highway improvements, if approved by BCDC. As a result of this legislative initiative, the City and the County were required to develop and adopt a White Slough Specific Area Plan that addresses the State Route 37 Project as well as several other projects in the vicinity.

A draft Specific Area Plan was developed by the City in July of 1991. The completion of this draft was put on hold until Caltrans developed a project description to be incorporated into this plan that would be acceptable to the resource agencies and environmental community. In 1993, Caltrans invited the City of Vallejo and Solano County to participate in a Strategic Planning Committee to provide a local forum for dealing with and resolving the constraints imposed by BCDC. A Strategic Planning Committee was put together of local business interests and environmental groups as well as representatives from the resource agencies to assist Caltrans in developing a project that would be acceptable. A final White Slough Specific Area Plan which included the Highway 37 improvement project was approved by the City of Vallejo in November of 1995. This plan was approved by BCDC in March of 1996.

With the adoption of this White Slough Specific Area Plan, Caltrans proceeded with the environmental impact statement for this project. This EIS was submitted to FHWA in August 1996 in anticipation of getting approval to circulate in November of 1996. To date, Caltrans has not received FHWA approval to circulate. In recent discussions with Mr. Gene Berthelsen, Caltrans's current project manager, he indicated that he did not expect to obtain the final Record of Decision until June of 1998. In addition, he stated that according to his recent discussions with District 4 staff, they indicated that construction of this project would probably be delayed for two years due to their current work load.

Mr. Harry Yahata, District Director - Dept. of Transportation-District 4
SUBJECT: Route 37 Improvement Project from Napa River Bridge to Diablo Street,
Vallejo, CA
April 28, 1997

Given the tremendous amount of time and effort expended over the past several years to get this project to a deliverable state and the fact that this project has been Solano's number one priority for the past 10+ years, it would be extremely disconcerting to have further delays occur. It is the City's desire to do whatever we can to keep this project on schedule and complete the entire project as soon as possible.

It is with this in mind that we request a meeting with you and your staff at the earliest possible date to strategize on how best to move this project forward towards completion. I look forward to hearing from you at your earliest convenience.

Sincerely,



KENNETH R. CAMPO
City Manager

GAL/mjl

cc: Gloria Exline, Mayor
City Council
Jim Spering, MTC Chair
John H. Duane, Public Works Director
Gary A. Leach, City Engineer
Anne Merideth, Development Services Director
Marty Tuttle, Solano Transportation Authority
Gene Berthelsen, Caltrans, Chief-Environmental Branch
Dina Bortner, Caltrans District 10
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May 14, 1997
Agenda Item 6.0



DATE: May 7, 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:

- 6.1 Minutes of Meeting of April 9, 1997.
- 6.2 Draft minutes of April 30, 1997 TAC Meeting.
- 6.3 Solano Paratransit Quarterly Report.
- 6.4 Cooperative Agreement for Walters Road Improvements.
- 6.5 Letter of Support for Yolobus Service to Sacramento Airport.



SOLANO TRANSPORTATION AUTHORITY
Minutes of the Meeting of
April 9, 1997

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

Chairman Lessler called the meeting to order at 6:00 pm. A quorum was confirmed, and meeting convened to closed session.

2.0 Closed Session to Evaluate Executive Director's Performance

The closed session was adjourned at 6:10 pm.

3.0 Reconvene for Regular Session

The regular meeting was convened at 6:12 pm.

MEMBERS

PRESENT:	Steve Lessler	City of Fairfield
	Don Erickson	City of Dixon
	Helen Madere	City of Rio Vista
	Barbara Kondylis	County of Solano
	Jim Spering	City of Suisun City
	David Fleming	City of Vacaville (alternate)
	Bill Patchell	City of Vallejo

MEMBERS

ABSENT:	Jerry Hayes	City of Benicia
	Rischa Slade	City of Vacaville

ALSO

PRESENT:	Mike Segala	City of Suisun City (alternate)
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Brent Ogden	Korve Engineering

Robert Grandy	Smith and Kempton
Martin Tuttle	STA
Kim Kloeb	STA
Dan Christians	STA
Stacy Medley	STA
Paul Hom	City of Vacaville
Gary Leach	City of Vallejo

4.0 Approval of Agenda

Martin Tuttle noted that approval of the STA 1997-98 budget required unanimous approval from each member agency, and that all members were not present. The budget agenda item 9.2 was pulled from the agenda. The agenda was approved as amended by a unanimous vote on a motion by Mayor Jim Spring, with a second by Helen Madere.

5.0 Executive Director's Report

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

- Tuttle announced that Mayor Jim Spring, recently appointed chairman of MTC, was selected as "Elected Official of The Year" by the California Transportation Foundation. Mayor Spring will be honored at a banquet by the Foundation on April 30 in Sacramento. Mayor Spring will also be honored locally at a community reception on April 28 in Fairfield.
- Negotiations for the transfer of the administration of the Capitol Corridor passenger rail services from Caltrans to the Capitol Corridor Joint Powers Board are completed. Tuttle, who was a part of the negotiation team, announced that a final agreement would be presented to the CCJPB at their April 16 meeting.
- The joint meeting of the Contra Costa Transportation Authority and the STA will be held on April 17. Caltrans is scheduled to present a report on the impact of the Coast Guard's recent decision to deny a permit for the new Benicia/Martinez Bridge on the presently proposed alignment. The report has not yet been provided to STA staff by Caltrans, but Tuttle anticipates that it will be available by the joint CCTA/STA meeting.
- The newly formed SEDCORP Transportation Action Team is progressing well. SEDCORP will sponsor a forum on transportation issues in Solano County on April 16. Carl Guardino, one of the architects of the Santa Clara transportation initiative, will be a keynote speaker. At the direction of the STA Board, Tuttle is working on the development of a public/private partnership with SEDCORP to advance transportation issues in Solano County.
- At the request of Senate President ProTem Lockyer and Assembly Speaker Bustamante, the CTC will consider a delay to the schedule for the development of the 1998 State Transportation Improvement Program (STIP). The legislators requested the delay to the

previously accelerated schedule to allow time for a resolution of the issue of funding seismic retrofit of state owned toll bridges. The STA will maintain the schedule previously presented to the STA Board for the development of a local STIP request, but STA staff will monitor the progress of the 1998 STIP, and may recommend revision of the schedule at a later date.

- The CTC approved the STA's 1997-98 request for funding of improvements at the Suisun/Fairfield passenger rail station from the Transit Capital Improvement program (TCI). The award was for \$591,000, the highest TCI award to Solano County to date. The CTC also granted a one year extension for a past TCI award to the STA of \$498,000 for development of the Fairfield/Vacaville passenger rail station. The project will be managed by the City of Fairfield. An extension was requested because environmental clearances for the project will not be obtained in time to meet the previous schedule. Tuttle cautioned that he did not think the CTC would grant any further extensions to this project.
- Tuttle noted that he attended a ribbon cutting ceremony for the new bridge constructed by Solano County on Old Davis Road over Putah Creek. He noted that the \$1.35 million structure was the largest project delivered by Solano County to date. Tuttle commended the Solano County Transportation Department on the completion of this important project, and noted that it is the first segment of the proposed Dixon to Davis bike route.
- Congressional Representative Tauscher, recently appointed to the Surface Transportation Subcommittee, will meet with Bay Area officials to discuss transportation issues. Martin Tuttle will represent the North Bay area at the meeting.
- MTC will hold a hearing on the design of the eastern span of the Bay Bridge in Suisun City on April 23. Tuttle noted that Solano County was a stakeholder in the development of the new bridge, as over 10,000 Solano County commuters use the bridge daily.

6.0 Comments/Updates from Staff, Caltrans, MTC

There were none.

7.0 Opportunity for Public Comment

There were none.

8.0 Consent Agenda

The Consent Agenda included the following 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.

The Consent Agenda was approved unanimously on a motion by Mayor Jim Spering, with a second by Mayor Don Erickson.

Following the approval of the consent agenda, Mayor Jim Spering requested to comment upon an item on the consent agenda, Item 8.8, the Executive Director's salary adjustment. He wished to note the great strides made by Executive Director Martin Tuttle during his first year with the STA. Mayor Spering noted the development of the STA's work program, Tuttle's efforts to engage the business community in transportation issues, his efforts to keep both the new Benicia/Martinez and the Carquinez Replacement Bridges on schedule, Tuttle's successful efforts to win TCI funding for Solano County, his work on the Capitol Corridor Joint Powers Board, and the development of the STA workshop last fall.

Member Helen Madere wished to note her concurrence, and also mentioned Tuttle's excellent past performance for Solano County as an aide to former Assemblyman Tom Hannigan.

Vice-Mayor Bill Patchell requested that the above comments be reflected in the meeting minutes, and that a copy of the minutes be placed in Tuttle's STA personnel file. Chairman Lessler noted that Tuttle's evaluation forms from STA Board members were unanimous in their support of Tuttle's performance.

Tuttle expressed his appreciation of the STA Board's support.

9.1 Priority Projects for 1997-98.

Martin Tuttle noted that several of the proposed priority projects were new to the STA's list. He noted the development of a Compressed Natural Gas fueling facility in the City of Vacaville, the I-505/80 weave correction, Highway 12 from the Rio Vista Bridge to Suisun City, and the Dixon rail grade separation were all new projects for 1997-98.

In response to a question from Supervisor Barbara Kondylis, there was an extended discussion of the Northgate Road project. Supervisor Kondylis requested background on the project. Mayor David Fleming noted that the project had been brought to the attention of the Solano Board of Supervisors due to complaints about the safety of the roadway. Martin Tuttle noted that the project had been nominated by John Gray of Solano County Transportation Department at the TAC meeting.

Mayor Fleming noted that Air Base Parkway was the officially designated access to Travis Air Force Base from I-80, and that access to Travis via the Northgate was restricted to certain times of the day. Martin Tuttle noted that the project was not supported by the current Commander of Travis Air Force Base, making federal funding unlikely.

Paul Hom noted that Vacaville staff was concerned about the impact that this project might have upon Vacaville's local streets and roads network. Chairman Lessler requested that the project be left off the list but that a presentation on the subject be made later by John Gray. The project could be added back to the list if the STA Board felt that was appropriate.

The list of projects was approved unanimously on a motion by Vice Mayor Bill Patchell, with a second by member Helen Madere.

Mayor Jim Spering asked about the process to develop the list of priority projects. Martin Tuttle responded that, at the direction of the Executive Committee, the list had been developed at the TAC meeting. Mayor Spering requested that in the future the STA Board be briefed on the list prior to a staff recommendation for approval. Tuttle responded that it would be reagendaized prior to the start of the 1997-98 fiscal year.

9.2 STA 1997-98 Budget.

As noted under the approval of the agenda, the Joint Powers Agreement which established the STA requires unanimous approval of the budget. Due to a lack of unanimous attendance, the item was pulled from the April agenda. It will be agendaized for the May STA Board meeting.

9.3 Resolution Approving 1997-98 Transportation for Clean Air Program (TFCA).

Following a brief presentation by Dan Christians, in which he noted that the program of projects had been reviewed by the Transit Steering Committee, the STA Board unanimously approved the staff recommended program of projects for 1997-98, on a motion by Mayor Don Erickson, with a second by Supervisor Barbara Kondylis.

10.1 I-80 Reliever Route Implementation Plan.

Following a brief presentation by Kim Kloeb, in which he noted that the memo to the STA Board on an open space mitigation plan for the route contained in the Member's meeting folders would be incorporated into the final plan, the STA Board provided several comments on the draft plan.

At the request of Mayor Jim Spering, action on the plan was deferred until the May STA Board meeting to allow the incorporation of STA Board comments, and to allow time for more detailed review of the plan by STA Board Members.

No action taken.

10.2 Letter of Support for AB 827-Double Fine Zone for Highway 12 (Thomson).

STA Board Member Helen Madere presented this item. The subject bill would require double fines for speeding, recklessness, and alcohol related violations on Highway 12 between the cities of Lodi and Suisun City. The bill would become effective immediately upon approval by the Legislature and Governor. The staff recommendation included approval of a letter of support for the bill from the STA.

The recommendation was passed unanimously on a motion by Member Helen Madere, with a second by Supervisor Barbara Kondylis.

Supervisor Kondylis also recommended that this item be agendized by the respective member jurisdictions for action.

10.3 Letter of Support for AB 595-Regional Gas Tax (V. Brown).

Martin Tuttle recommended approval of a letter of support for this MTC sponsored bill which would allow the Bay Area electorate to consider approval of up to a 10 cent per gallon tax on gasoline to support transportation projects in the Bay Area. Tuttle noted the STA has supported similar legislation in the past.

Tuttle's recommendation was approved unanimously on a motion by Mayor Jim Spering, with a second by Mayor Don Erickson.

10.4 Application for Regional Traffic Signalization and Operations Program (RTSOP).

Dan Christians presented the STA staff request for Board approval of a grant application to interconnect two signals on Highway 12 at Pennsylvania Avenue and Beck Avenue.

The staff recommendation was approved unanimously on a motion by Mayor Jim Spering and Member Helen Madere.

Adjourn

Chairman Lessler adjourned the meeting at 7:45 pm.



DRAFT

TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
April 30, 1997

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:32 p.m. by Martin Tuttle at the STA conference room.

PRESENT:	Martin Tuttle	STA
	Saaid Fakharzadeh	Caltrans, District 4
	Ace Forsen	Caltrans, District 4
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Michelle Morris Brubaker	MTC
	Ed Stewart	MTC
	John Gray	Solano County
	Paul Wiese	Solano County
	Elizabeth Richards	SCI
	Dan Christians	STA
	Kim Kloeb	STA
	Matt Todd	STA
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo

AGENDA ITEM 2. APPROVAL OF AGENDA

Item 9. Cooperative Agreement between the County, Suisun City, and the STA for Walters Road Improvements was added. The previous items numbered 9-16 were all moved down one number. On motion by Paul Wiese, second by Gary Leach, the amended agenda was approved.

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

On motion by John Gray and second by Morrie Barr, the minutes were approved.

AGENDA ITEM 4. OPPORTUNITY FOR PUBLIC COMMENT

There was no public comment.

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

Gary Leach reported that Otto Bertolero accepted the Suisun City Public Works Director position. Ace Forsen gave an update on the Carquinez Bridge project. The west side span is the preferred option. The Crockett interchange will be included, and the decision of suspension or cable stayed will be decided in May based on further study of the footing situation. Ed Stewart commented that Dixon, Vacaville, and Vallejo have submitted TDA claims.

AGENDA ITEM 6. STA 1997-98 TRAFFIC SYSTEM MANAGEMENT (TSM) REQUEST

Kim Kloeb explained that the I-680/80 Interchange Plan suggested TSM as a potential funding source for the initial \$5 million dollars of improvements to the interchange. He also mentioned that the STA will participate in the regional task force, but that Caltrans Headquarters makes the decision for the final rankings of the projects.

Gian Aggarwal informed the TAC that Vacaville is applying for funds for the I-505/80 Weave Correction Project. There was further discussion of funding amounts, if the projects can be broken into smaller pieces, and a strategy for receiving maximum funding for the county. Saaid noted that I-505/80 was a potential SHOPP project.

Morrie Barr made a motion for the TAC to support both projects, Paul Wiese seconded with unanimous approval. Kim Kloeb asked Gian Aggarwal to send him the brief description of the project for the Board meeting.

AGENDA ITEM 7. 1997-98 TDA/STAF CLAIM FOR SOLANO PARATRANSIT OPERATIONS, PLANNING, ADMINISTRATION AND INTERCITY TRANSIT COORDINATION

Matt Todd explained the TDA request for Solano Paratransit, and the STA planning and administration. These amounts still need to be approved by the Board in the budget next month. Dan Christians explained the STAF request of \$170,000. \$30,000 will go towards retaining the consultant and \$140,000 for an aggressive marketing campaign including such items as a intercity transit map and various intercity transit promotions. On motion by Gian Aggarwal and second by Gary Leach, the TAC approved the claim.

AGENDA ITEM 8. ONE YEAR EXTENSION FOR SOLANO PARATRANSIT CONTRACT

Matt Todd went over the contract entered into with Fairfield for operation of the Solano Paratransit service, a one year contract with two single year extensions. The STA would like to exercise the first option year. The cost has increased slightly over last year, about 2.7% increase in the per revenue

hour cost. On motion by Paul Wiese and second by Gary Leach, the TAC approved the one year extension of the Solano Paratransit contract.

AGENDA ITEM 9. COOPERATIVE AGREEMENT BETWEEN THE COUNTY, SUISUN CITY, AND THE STA FOR WALTERS ROAD IMPROVEMENTS

Paul Wiese explained that the homeowners along Walters Road were concerned about the plans to increase the road to four lanes as required by the proposed Peterson Ranch Development. A plan has been created to include a frontage road to alleviate their concerns. The STA is a part of this cooperative agreement because Walters is a component of the I-80 Reliever Route. There was further discussion on some of the details of the frontage road. On motion by John Gray and second by Gian Aggarwal, the TAC approved the cooperative agreement.

AGENDA ITEM 10. AB 1020-BICYCLE LANE ACCOUNT

Dan Christians explained the current funding system and how this bill would change the Bicycle Lane Account. Dan recommended we not support this bill unless we are guaranteed a minimum amount of funds from every cycle. Martin Tuttle said staff would bring this back next month to oppose the legislation.

AGENDA ITEM 11. SOLANO COUNTY CYCLE II STP GUARANTEE (FAS REPLACEMENT) FUNDING

Paul Wiese presented this item. The County may have a problem meeting the September 30, 1997 obligation date for some of their STP guaranteed funding if an environmental document now being reviewed is held up. This is an information item to look for a potential swap of current funding for future funding if a problem occurs. Vallejo said they could obligate \$100,000 for resurfacing today, but was not sure when the funds could be "paid back" to the county. Martin Tuttle confirmed the project will go if the environmental clearance is obtained. Ed Stewart added the CMA obligates the STP guaranteed funds and that this obligation may not be a problem if NEXTEA is structured the same way. The current obligation date is the end of the ISTEA authorizing legislation September 30, 1997.

AGENDA ITEM 12. INTERCITY TRANSIT COORDINATION PLAN UPDATE

Dan Christians went over Phase 1 and Phase 2 of the plan. There are two meetings coming up, May 20 for the transit operators and June 12 for the Transit Steering Committee and transit operators. Phase 2 will create action plans that can be implemented next fiscal year.

AGENDA ITEM 13. UPDATE ON CNG FUELING FACILITY/CNG VEHICLES IN VACAVILLE

Gian Aggarwal said that Vacaville received two grants, one for two CNG vehicles and one for a fueling facility. They are in the process of obligating the funds from FHWA to the FTA. Their application has been approved at the regional level and has been sent to Washington D.C. for

signature. The city will have 3 years to spend the money once approved by the FTA. There was a further discussion on LNG versus CNG.

Gian said the facility will be open to any public agency. They already have commitments from the school district and the Solano Irrigation District to use the facility. Martin Tuttle asked if the city could maintain other vehicles as well, such as intercity transit buses, and Gian thought that would not be a problem. Mr. Tuttle asked Gian to bring a map of the proposed site to the Board meeting.

AGENDA ITEM 14. 1997 CMP SCHEDULE AND COUNTYWIDE TRAFFIC MODEL UPDATE

Dan Christians updated the TAC on the efforts of the modeling subcommittee that has been meeting. In the upcoming months, he will be bringing a contract for the model for the next fiscal year. He also needs the new LOS calculations from each jurisdiction by July 15 as well as the gas tax subvention funds for the next fiscal year. The CMP schedule has the update going to the Board in September or October. There was a further discussion on the legislation that allows counties to opt out of the CMP.

AGENDA ITEM 15. SOLANO PARATRANSIT QUARTERLY REPORT

Matt Todd presented the information in the packet. The latest information is from March, and shows a four month increase in ridership. The service is on pace to carry 9,000 passengers and to complete the year within budget.

AGENDA ITEM 16. TRACK II OF THE 1998 REGIONAL TRANSPORTATION PLAN

Michelle Morris Brubaker gave a presentation on the Track II portion of the 1998 RTP. Following the presentation, she facilitated a discussion on the corridors that affect Solano County. Following the discussion, she said she would continue to provide updates to the TAC, and include a summary of today's discussion in next month's packet.

ADJOURNMENT

Meeting was adjourned at 3:35 p.m.

May 14, 1997
Agenda Item 6.3



DATE: May 7, 1997
TO: STA Board
FROM: Matt Todd
RE: Solano Paratransit Quarterly Report

The following spreadsheet includes information through the month of March 1997.

We are seeing a four month trend of increasing ridership, similar to trends we have seen in past years operations. Reasons include the increasingly improving weather and longer days promote more trips taken, as well as new "cycles" of subscription trips (i.e the community college) that begin in this period.

Entering the last quarter of the year. We are on pace to carry about 9,000 passengers for the year compared with the 8,792 we carried last year. We are projected to finish the year within the budget.

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

Month	Total Monthly Passngrs	Dix	FF	Rio	Sui City	Vaca	Coun	Wheel Chair Lifts	% of Total	Revenue Vehicle Service Hours	Passngrs/ Revenue Vehicle Hour	Denials
Jul	654	0	107	0	54	430	63	223	34.1%	486	1.35	0
Aug	827	2	200	0	79	482	64	318	38.5%	520	1.59	0
Sep	781	0	207	0	100	421	53	381	48.8%	503	1.55	0
Oct	979	3	219	0	153	534	70	439	44.8%	570	1.72	0
Nov	681	0	181	0	150	303	47	329	48.3%	444	1.53	0
Dec	620	0	142	0	131	324	23	253	40.8%	440	1.41	0
Jan	713	4	149	0	142	398	20	274	38.4%	460	1.55	0
Feb	746	1	172	0	202	356	15	300	40.2%	485	1.54	0
Mar	762	3	227	0	234	283	15	392	51.4%	517	1.47	0
Apr	0											
May	0											
Jun	0											
TOTAL	6,763	13	1,604	0	1,245	3,532	370	2,909	43.0%	4,426	1.53	0
YTD AVE	751	1	178	0	138	392	41	323	43.0%	492	1.53	0
ANNUALIZED	9,017	17	2,139	0	1,660	4,709	493	3,879	43.0%	5,901	1.53	0

Total Monthly Expense	Est Passngr Fares	Net Subsidy	Est Farebox Recovery Ratio
\$19,444	\$1,387	\$18,057	7.1%
\$20,804	\$1,753	\$19,050	8.4%
\$20,102	\$1,701	\$18,401	8.5%
\$22,808	\$2,047	\$20,761	9.0%
\$17,767	\$1,385	\$16,382	7.8%
\$17,598	\$1,234	\$16,363	7.0%
\$18,400	\$1,401	\$16,999	7.6%
\$19,415	\$1,475	\$17,940	7.6%
\$20,683	\$1,513	\$19,170	7.3%
\$177,020	\$13,896	\$163,124	7.9%
\$19,669	\$1,544	\$18,125	7.9%
\$236,027	\$18,529	\$217,498	7.9%

May 14, 1997
Agenda Item 6.4



DATE: May 7, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Cooperative Agreement for improvements to Walters Road

Walters Road is a part of the I-80 Reliever Route. It may be impacted by a proposed development on the east side of the road, Peterson Ranch. Over twenty Solano County residents have homes on the west side of Walters Road, and their homes have driveways which directly access the existing two lane portion of Walters Road between Tabor Avenue and Bella Vista Drive.

The residents on the west side of Walters Road are concerned with the impacts of the proposed development, and the impacts of the four-laning of Walters Road. The widening of Walters Road may be a condition of approval for the development, or may be provided as part of the I-80 Reliever Route project.

The residents felt that a frontage road and sound wall would protect their homes from increased noise and traffic impacts. The Solano County Transportation Department staff provided a example of a design solution that would accommodate the frontage road and sound wall within the right-of-way anticipated to be available for the future widening of Walters Road.

The developer would be required to dedicate a total of 25 feet of right-of-way on the east side of Walters Road to accommodate the sound wall and frontage road on the west side. The developer had previously agreed to a dedication of 15 feet along the east side of Walters Road. Proposed residential lots fronting Walters Road would be shortened, but none would be eliminated. No additional right-of-way will be required on the west side of Walters Road.

Staff from Suisun City, Solano County, and the STA met on the proposed design and developed a Cooperative Agreement that would provide for the protection of all stakeholders. It is attached. The agreement provides that when Walters Road is widened, the improvements will include the frontage road and the sound wall.

Recommendation:

Approve the proposed agreement.



**COOPERATIVE AGREEMENT BETWEEN THE SOLANO
TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO AND
CITY OF SUISUN CITY FOR WALTERS ROAD IMPROVEMENTS**

This agreement is made and entered into this _____ day of _____, 1997, between the Solano Transportation Authority (STA), County of Solano and City of Suisun City.

Whereas, the STA has proposed that Phase I of the I-80 Reliever Route, including Leisure Town Road, Vanden Road, Cement Hill Road from the proposed Walters Road Extension to Peabody Road, the proposed Walters Road Extension from Cement Hill Road to Air Base Parkway, and Walters Road to Highway 12 be improved to a continuous, operationally enhanced four-lane roadway and;

Whereas, the STA cities of Fairfield, Suisun City, Vacaville and the County of Solano will enter into an agreement for the development of the I-80 Reliever Route Phase I; and

Whereas, the City of Suisun City is processing applications for a General Plan amendment and rezoning for approximately 180 acres located east of Walters Road known as Peterson Ranch for development of approximately 613 residential units, 3.3 acres commercial area, 9 acres of park area, and a site area of 15.4 acres for a middle school; and

Whereas, improvements of Walters Road to a four-lane roadway will result in unavoidable adverse traffic noise impacts on the residents of the rural Tolenas Community which front on the existing Walters Road as identified in the Peterson Ranch Development Final EIR; and

Whereas, continued ingress and egress from Walters Road for residents fronting on Walters road will create increased safety concerns when Walters Road is improved to a proposed four-lane roadway.

Whereas, said traffic noise and safety impacts can be mitigated by the construction of a sound wall and frontage road along the west side of Walters Road between East Tabor Avenue and Bella Vista Drive; and

Whereas, the residents of the unincorporated community of Tolenas fronting on Walters Road have requested that a frontage road be established as part of the planned Walters Road Improvements to serve the rural Tolenas Community and that a sound wall be constructed between the improved Walters Road and the Tolenas Community; and

Whereas, the STA, County of Solano and City of Suisun City have reviewed and identified for further study several options for establishing a four-lane roadway and a two lane frontage road along Walters Road between East Tabor Avenue and Bella Vista Drive.

Now Therefore Be It Resolved, the Solano Transportation Authority, County of Solano and City of Suisun City do hereby agree to the following:

1. The STA, County of Solano and City of Suisun City shall work together to finalize improvement plans for Walters Road between East Tabor Avenue and Bella Vista Drive.
2. The Peterson Ranch annexation shall include the existing Walters Road right-of-way.
3. The City of Suisun City shall require a minimum 25 foot dedication of right-of-way for improvements along the easterly frontage of Walters Road as part of the Peterson Ranch tentative map approval bringing the total right-of-way width to no less than 115 feet, in accordance with the attached project cross section (Exhibit A).
4. The City of Suisun City shall require, as part of the Peterson Ranch development agreement, funding of the project's fair share obligation for improvements along Walters Road to serve the project.
5. The County of Solano, at its expense, shall acquire the right-of-way and construct necessary road improvements to connect the frontage road either to the new Walters Road or to other roads in the existing road system.
6. A sound wall of comparable elevation to the sound wall proposed for the east side of Walters Road shall be constructed between the frontage road and the new four-lane Walters Road at the time the four-lane road is constructed.

7. The cost of the new four-lane Walters Road south of the City of Fairfield city limits, including the sound wall, shall be borne by the developer of the Peterson Ranch development, the City of Suisun City, and/or funds obtained by the STA, except that the County of Solano shall contribute to the lead agency \$400,000 in Rule 20A utility undergrounding funds for the project. The County of Solano contribution will fully off set the increased cost over the original developer proposal for the proposed additional road and sound wall improvements based on the cost estimates for the improvements attached as Exhibit B.
8. All of the proposed improvements on Walters Road between East Tabor Avenue and Bella Vista Drive, shall be completed prior to the physical connection of the proposed Peterson Ranch "L Street" to Walters Road.
9. The STA shall evaluate the ranking of the Walters Road section between East Tabor Avenue and Bella Vista Drive based on a local funding contribution from the City of Suisun City and County of Solano for purposes of the I-80 Reliever Route prioritization process.
10. Upon approval of the Walters Road improvement plans by the City of Suisun City, County of Solano and STA and prior to construction, an application shall be initiated by the City of Suisun City and submitted to LAFCO to detach from Suisun City the westerly portion of the Walters Road right-of-way to be utilized as the frontage road.
11. LAFCO will record the Certificate of Completion of the detachment upon completion and acceptance of the Walters Road improvements.
12. The County of Solano shall be responsible for the maintenance of the frontage road and shall enter into a maintenance agreement with the City of Suisun City for joint maintenance of the sound wall.

SOLANO TRANSPORTATION AUTHORITY

Date: _____

COUNTY OF SOLANO

Date: _____

CITY OF SUISUN CITY

Date: _____

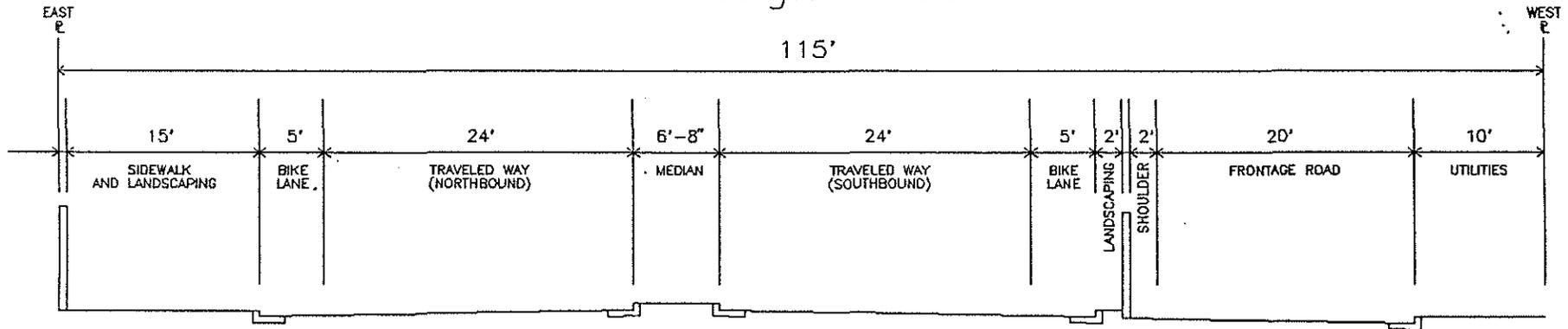
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WALTERS FRONTAGE ROAD STUDY

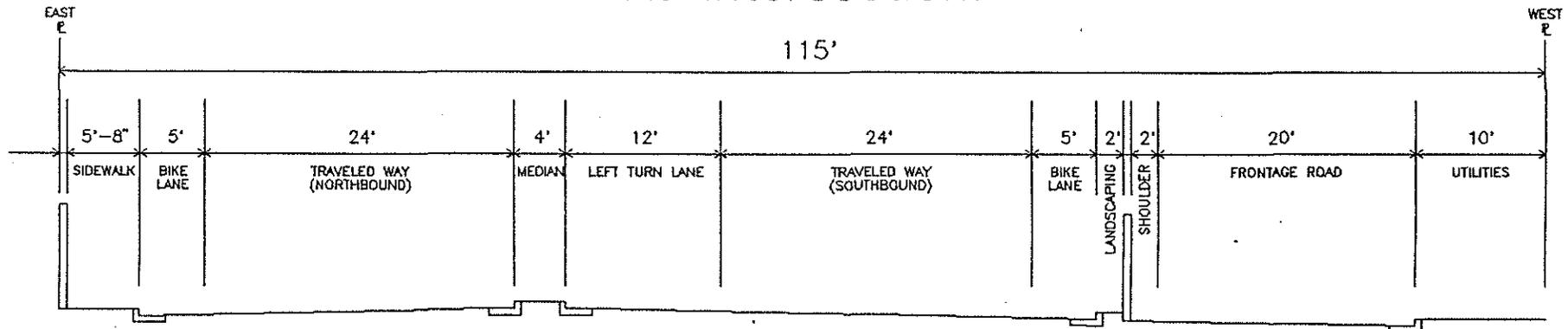
Exhibit A

PRELIMINARY DRAFT
FOR STUDY PURPOSES ONLY

Through Road:



At Intersection:



- Notes:
1. Outside lanes may be narrowed to 11 feet if necessary.
 2. Bike lanes may be narrowed to 4 feet if gutter length is limited to 12".
 3. Median may be eliminated.
 4. Sound walls are shown 8" wide and 8' high.

WALTERS ROAD IMPROVEMENTS
PRELIMINARY COST ESTIMATE

Item No.	Description	: MACKAY & SOMPS 3/12/97 ESTIMATE :				: SOLANO COUNTY PROPOSAL :				
		Quantity	Unit	Unit Price	Amount	Quantity	Unit	Unit Price	Amount	
STREETWORK										
1	Mobilization and clear and grub	1	LS	\$20,000.00	\$20,000.00	1	LS	\$20,000.00	\$20,000.00	
2	Roadway excavation	15000	CY	\$3.00	\$45,000.00	20000	CY	\$3.00	\$60,000.00	
3	Finish grading of street right of way	285000	SF	\$0.15	\$42,750.00	345000	SF	\$0.15	\$51,750.00	
4	Pavement section for lane transitions	9600	SF	\$3.10	\$29,760.00	9600	SF	\$3.10	\$29,760.00	
5	Barricades	500	LF	\$20.00	\$10,000.00	500	LF	\$20.00	\$10,000.00	
6	21" Class II aggregate base	126000	SF	\$1.80	\$226,800.00	185000	SF	\$1.80	\$333,000.00	
7	5" asphaltic concrete	126000	SF	\$1.30	\$163,800.00	185000	SF	\$1.30	\$240,500.00	
8	5" Class II AB under curb and gutter	15250	SF	\$0.50	\$7,625.00	28250	SF	\$0.50	\$14,125.00	
9	18" Class II AB under vertical curb	5700	SF	\$1.80	\$10,260.00	5700	SF	\$1.80	\$10,260.00	
10	4" Class II AB under sidewalk	35200	SF	\$0.40	\$14,080.00	34200	SF	\$0.40	\$13,680.00	
11	Geotextile fabric	126000	SF	\$0.10	\$12,600.00	185000	SF	\$0.10	\$18,500.00	
					\$582,675.00					
SUBTOTAL STREET WORK						\$801,575.00				
CONCRETE WORK										
1	Standard curb and gutter	4400	LF	\$8.00	\$35,200.00	8100	LF	\$8.00	\$64,800.00	
2	8" vertical curb - modified type A	8500	LF	\$8.00	\$68,000.00	8500	LF	\$8.00	\$68,000.00	
3	Separated sidewalk	35200	SF	\$2.50	\$88,000.00	34200	SF	\$2.50	\$85,500.00	
4	Catch basin	15	EA	\$1,200.00	\$18,000.00	25	EA	\$1,200.00	\$30,000.00	
5	Remove existing curb and gutter	1	LS	\$1,000.00	\$1,000.00	1	LS	\$1,000.00	\$1,000.00	
					\$210,200.00					
SUBTOTAL CONCRETE WORK						\$249,300.00				
STORM DRAIN WORK										
1	42" storm drain pipe	1510	LF	\$50.00	\$75,500.00	1510	LF	\$50.00	\$75,500.00	
2	36" storm drain pipe	1475	LF	\$45.00	\$66,375.00	1475	LF	\$45.00	\$66,375.00	
3	24" RCP storm drain pipe	1360	LF	\$40.00	\$54,400.00	1360	LF	\$40.00	\$54,400.00	
4	18" RCP storm drain pipe	50	LF	\$30.00	\$1,500.00	50	LF	\$30.00	\$1,500.00	

5	15" RCP storm drain pipe	150	LF	\$28.00	\$4,200.00	150	LF	\$28.00	\$4,200.00		
6	30' of 18" RCP storm drain pipe connecting to existing pipes	10	EA	\$1,000.00	\$10,000.00	0	EA	\$1,000.00	\$0.00		
7	40' of 18" RCP storm drain pipe connecting to existing pipes	0	EA	\$1,200.00	\$0.00	10	EA	\$1,200.00	\$12,000.00		
8	Storm drain manholes	4	EA	\$1,500.00	\$6,000.00	4	EA	\$1,500.00	\$6,000.00		
9	Flared end section	1	EA	\$1,000.00	\$1,000.00	1	EA	\$1,000.00	\$1,000.00		
SUBTOTAL STORM DRAIN WORK					\$218,975.00	SUBTOTAL STORM DRAIN WORK					\$220,975.00
STREET LIGHTING											
1	Electrolier (including junction boxes, conduit and cable, and services)	29	EA	\$3,000.00	\$87,000.00	29	EA	\$3,000.00	\$87,000.00		
SUBTOTAL STREETING LIGHTING					\$87,000.00	SUBTOTAL STREETING LIGHTING					\$87,000.00
UNDERGROUND UTILITIES (excl. CIAC tax)											
1	Underground existing overhead utilities	4000	LF	\$100.00	\$400,000.00	0	LF	\$100.00	\$0.00		
SUBTOTAL U/G UTILITIES					\$400,000.00	(Note: undergrounding to be Solano Co. responsibility)					\$0.00
MISCELLANEOUS											
1	Signing and striping	1	LS	\$10,000.00	\$10,000.00	1	LS	\$10,000.00	\$10,000.00		
2	6' soundwall (does not include commercial site)	3600	LF	\$50.00	\$180,000.00	3600	LF	\$50.00	\$180,000.00		
3	8' soundwall	0	LF	\$55.00	\$0.00	3300	LF	\$55.00	\$181,500.00		
4	Landscaping	70000	SF	\$4.00	\$280,000.00	45000	SF	\$4.00	\$180,000.00		
5	Traffic signal (Walters/Scandia, Walters/East Tabor)	2	EA	\$125,000.00	\$250,000.00	2	EA	\$125,000.00	\$250,000.00		
SUBTOTAL MISCELLANEOUS					\$720,000.00	SUBTOTAL MISCELLANEOUS					\$801,500.00

SUMMARY	:	:	:
A Street work	:	\$582,675	\$801,575
B Concrete work	:	\$210,200	\$249,300
C Storm drain work	:	\$218,975	\$220,975
D Street lighting	:	\$87,000	\$87,000
E Undergrounding utilities	:	\$400,000	\$0
F Miscellaneous	:	\$720,000	\$801,500
	:	-----	-----
SUBTOTAL	:	\$2,218,850	\$2,160,350
Contingencies (assume 15%)	:	\$332,828	\$324,053
	:	-----	-----
TOTAL CONSTRUCTION COST TO SUISUN CITY	:	\$2,551,678	\$2,484,403

Note: The Solano County Proposal is based on the following assumptions:

1. Costs are based on the estimate prepared by MacKay & Soms for Suisun City, dated 3/12/97. The MacKay & Soms estimate was based on the preliminary Tentative Subdivision Map of Peterson Ranch dated February, 1996, prepared by MacKay & Soms.
2. The existing west curb will remain, with a 22 foot wide frontage road to the face of the soundwall.
3. The future four-lane Walters Road will consist of (from west to east) an 8' soundwall, a 2' strip for future landscaping, a 5' shoulder, a 24' southbound traveled way, a 6'-8" median, a 24' northbound traveled way, a 5' shoulder, a 15' sidewalk and landscaping area, and a 6' soundwall. The median, landscaping and sidewalk widths are reduced at intersections to accomodate a turn lane.
4. The right of way width available is 115 feet. This requires a 25 foot dedication on the east side beyond the existing 90 foot right of way.
5. Solano County will fund the connection of the frontage road to Walters Road or another public road.
6. The costs include installing ten catch basins plus landscaping just east of the 8' soundwall.
7. Solano County will be responsible for any undergrounding of the existing west overhead utilities to be done, including incurring all associated costs, currently estimated at \$400,000.

Paul Wiese
April 22, 1997
97093.wk4

May 14, 1997
Agenda Item 6.5



TO: STA Board
FROM: Martin Tuttle
RE: YOLOBUS 'Corridor' Service/Letter of Support

Mayor Don Erickson has requested the Solano Transportation Authority support efforts by the Yolo County Transit Authority (YCTA) to provide bus service to the Sacramento International Airport. The service will provide a transit option to the airport for Solano travelers using CityLink and transferring to YOLOBUS at Davis.

Background

YCTA has received a federal grant in the amount of \$920,000, which will be part of \$1.3 million to be used for a two-year demonstration project known as 'corridor' service. \$40,000 in funds from the Yolo/Solano Air Quality Management District has also been provided for this service. (See Exhibit A for service route).

Sacramento International Airport is within the activated boundaries of the Sacramento Regional Transit District (RT). Accordingly, RT believes it has authority to determine whether or not YOLOBUS may stop at the airport. RT currently does not serve the airport, one of few airports in the nation not served by public transit.

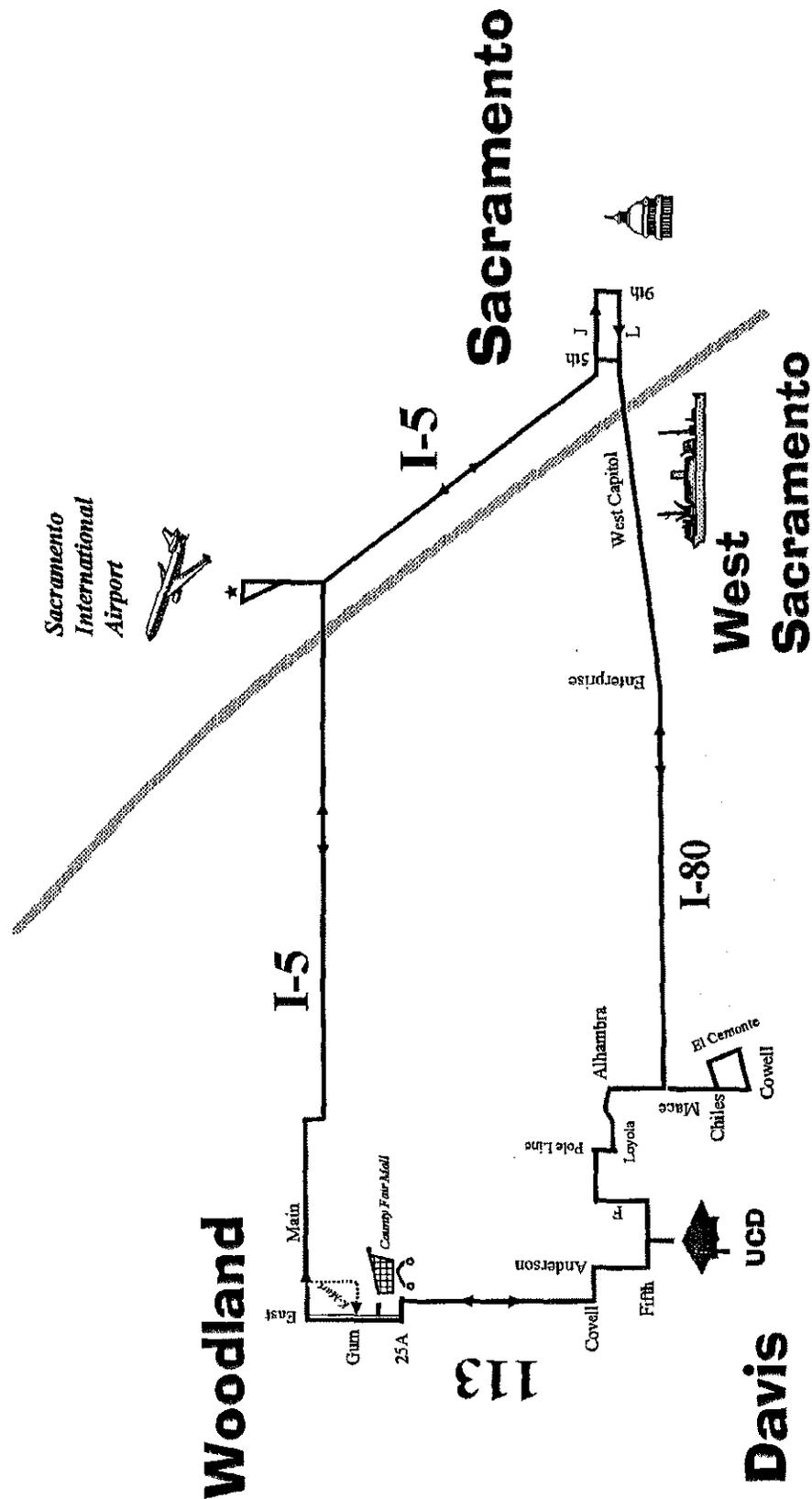
At the RT Board meeting of April 28, the matter of authorizing YOLOBUS to serve the airport was continued to the RT meeting of May 12.

Recommendation

Support YOLOBUS efforts to provide demonstration bus service to the Sacramento International Airport and authorize the executive director to convey that support to the RT Board. (If the RT Board acts favorably on the authorization of the service at its May 12 meeting, the executive director's letter should include the STA Board's appreciation for their assistance).

Enclosure

Exhibit A: Demonstration Service Route



CORRIDOR (INTER-CITY) SERVICE: COUNTER - CLOCKWISE OPERATION

ON 9TH @ K ST.	ON L BETWEEN 6 / 7TH	SACRA- MENTO AIRPORT	WOODLAND K MART	COUNTY FAIR MALL ARRIVE	COUNTY FAIR MALL DEPART	ANDER- SON & HANOVER	U. C. DAVIS AT M. U.	F & COVELL	MACE AT CHILES	WEST CAPITOL AT ENTPRS.	WEST CAPITOL AT HARBOR	WEST CAPITOL @ FIFTH	CAPITOL MALL @ THIRD	9TH & K STS.	BEGIN RETURN TRIP
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CL #1	00:02	00:13	00:12	00:06	00:05	00:13	00:09	00:08	00:05	00:09	00:04	00:07	00:03	00:06	00:15
															01:40
											4:45 AM	4:49 AM	4:56 AM	4:59 AM	5:05 AM
											5:45 AM	5:49 AM	5:56 AM	5:59 AM	6:05 AM
5:05 AM	5:07 AM	5:20 AM	5:32 AM	5:38 AM	5:43 AM	5:56 AM	6:05 AM	6:13 AM	6:21 AM	6:30 AM	6:34 AM	6:41 AM	6:44 AM	6:50 AM	7:05 AM M-F
6:05 AM	6:07 AM	6:20 AM	6:32 AM	6:38 AM	6:43 AM	6:56 AM	7:05 AM	7:13 AM	7:21 AM	7:30 AM	7:34 AM	7:41 AM	7:44 AM	7:50 AM	8:05 AM M-SAT
7:05 AM	7:07 AM	7:20 AM	7:32 AM	7:38 AM	7:43 AM	7:56 AM	8:05 AM	8:13 AM	8:21 AM	8:30 AM	8:34 AM	8:41 AM	8:44 AM	8:50 AM	9:05 AM 7 DAYS
8:05 AM	8:07 AM	8:20 AM	8:32 AM	8:38 AM	8:43 AM	8:56 AM	9:05 AM	9:13 AM	9:21 AM	9:30 AM	9:34 AM	9:41 AM	9:44 AM	9:50 AM	10:05 AM M-SAT
9:05 AM	9:07 AM	9:20 AM	9:32 AM	9:38 AM	9:43 AM	9:56 AM	10:05 AM	10:13 AM	10:21 AM	10:30 AM	10:34 AM	10:41 AM	10:44 AM	10:50 AM	11:05 AM 7 DAYS
10:05 AM	10:07 AM	10:20 AM	10:32 AM	10:38 AM	10:43 AM	10:56 AM	11:05 AM	11:13 AM	11:21 AM	11:30 AM	11:34 AM	11:41 AM	11:44 AM	11:50 AM	12:05 PM M-SAT
11:05 AM	11:07 AM	11:20 AM	11:32 AM	11:38 AM	11:43 AM	11:56 AM	12:05 PM	12:13 PM	12:21 PM	12:30 PM	12:34 PM	12:41 PM	12:44 PM	12:50 PM	1:05 PM 7 DAYS
12:05 PM	12:07 PM	12:20 PM	12:32 PM	12:38 PM	12:43 PM	12:56 PM	1:05 PM	1:13 PM	1:21 PM	1:30 PM	1:34 PM	1:41 PM	1:44 PM	1:50 PM	2:05 PM M-SAT
1:05 PM	1:07 PM	1:20 PM	1:32 PM	1:38 PM	1:43 PM	1:56 PM	2:05 PM	2:13 PM	2:21 PM	2:30 PM	2:34 PM	2:41 PM	2:44 PM	2:50 PM	3:05 PM 7 DAYS
2:05 PM	2:07 PM	2:20 PM	2:32 PM	2:38 PM	2:43 PM	2:56 PM	3:05 PM	3:13 PM	3:21 PM	3:30 PM	3:34 PM	3:41 PM	3:44 PM	3:50 PM	4:05 PM M-SAT
3:05 PM	3:07 PM	3:20 PM	3:32 PM	3:38 PM	3:43 PM	3:56 PM	4:05 PM	4:13 PM	4:21 PM	4:30 PM	4:34 PM	4:41 PM	4:44 PM	4:50 PM	5:05 PM 7 DAYS
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8:05 PM	8:07 PM	8:20 PM	8:32 PM	8:38 PM	8:43 PM	8:56 PM	9:05 PM	9:13 PM	9:21 PM	9:30 PM	9:34 PM	9:41 PM	9:44 PM	9:50 PM	10:05 PM M-SAT
9:05 PM	9:07 PM	9:20 PM	9:32 PM	9:38 PM	9:43 PM	9:56 PM	10:05 PM	10:13 PM	10:21 PM						7 DAYS
10:05 PM	10:07 PM	10:20 PM	10:32 PM	10:38 PM	10:43 PM	10:56 PM	11:05 PM	11:13 PM	11:21 PM						M-SAT

MILES
BUS 1
BUS 2
HOURS

05/06/97 14:12 916 661 1732 YOLO CO. TRANSIT 003/005

CORRIDOR (INTER-CITY) SERVICE: CLOCKWISE OPERATION

ON 9TH @ K ST.	ON L BETWEEN 6/7TH	CAPITOL MALL @ J - 5	WEST CAPITOL @ FIFTH	WEST CAPITOL AT HARBOR	WEST CAPITOL AT ENTPRS.	MACE AT CHILES	F & COVELL	U. C. DAVIS AT M. U.	ANDER- SON AT HANOVER	COUNTY FAIR MALL ARRIVE	COUNTY FAIR MALL DEPART	WOOD- LAND K MART	SACRA- MENTO AIRPORT	9TH AT K	BEGIN RETURN TRIP
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CL #1	00:02	00:05	00:21	00:07	00:04	00:09	00:05	00:08	00:06	00:13	00:05	00:07	00:13	00:17	00:15
															03:40
						4:01 AM	4:09 AM	4:17 AM	4:25 AM	4:38 AM	4:38 AM	4:45 AM	4:58 AM	5:15 AM	5:30 AM M-F
						5:01 AM	5:09 AM	5:17 AM	5:25 AM	5:38 AM	5:38 AM	5:45 AM	5:58 AM	6:15 AM	6:30 AM M-F
5:35 AM	5:37 AM	5:40 AM	5:41 AM	5:48 AM	5:52 AM	6:01 AM	6:09 AM	6:17 AM	6:25 AM	6:38 AM	6:43 AM	6:50 AM	7:03 AM	7:20 AM	7:35 AM M-F
6:35 AM	6:37 AM	6:40 AM	6:41 AM	6:48 AM	6:52 AM	7:01 AM	7:09 AM	7:17 AM	7:25 AM	7:38 AM	7:43 AM	7:50 AM	8:03 AM	8:20 AM	8:35 AM M-SAT
7:35 AM	7:37 AM	7:40 AM	7:41 AM	7:48 AM	7:52 AM	8:01 AM	8:09 AM	8:17 AM	8:25 AM	8:38 AM	8:43 AM	8:50 AM	9:03 AM	9:20 AM	9:35 AM 7 DAYS
8:35 AM	8:37 AM	8:40 AM	8:41 AM	8:48 AM	8:52 AM	9:01 AM	9:09 AM	9:17 AM	9:25 AM	9:38 AM	9:43 AM	9:50 AM	10:03 AM	10:20 AM	10:35 AM M-SAT
9:35 AM	9:37 AM	9:40 AM	9:41 AM	9:48 AM	9:52 AM	10:01 AM	10:09 AM	10:17 AM	10:25 AM	10:38 AM	10:43 AM	10:50 AM	11:03 AM	11:20 AM	11:35 AM 7 DAYS
10:35 AM	10:37 AM	10:40 AM	10:41 AM	10:48 AM	10:52 AM	11:01 AM	11:09 AM	11:17 AM	11:25 AM	11:38 AM	11:43 AM	11:50 AM	12:03 PM	12:20 PM	12:35 PM M-SAT
11:35 AM	11:37 AM	11:40 AM	11:41 AM	11:48 AM	11:52 AM	12:01 PM	12:09 PM	12:17 PM	12:25 PM	12:38 PM	12:43 PM	12:50 PM	1:03 PM	1:20 PM	1:35 PM 7 DAYS
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10:35 PM	10:37 PM	10:40 PM	10:41 PM	10:48 PM	10:52 PM	11:01 PM	11:09 PM	11:17 PM	11:25 PM	11:38 PM					M-SAT

May 14, 1997
Agenda Item 7.1



DATE: May 7, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Proposed 1997-98 STA Budget

At the March 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.

The Project Development fund to advance STA Board "Priority Projects" is proposed to be \$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 43 and 44 and member contributions as shown on page 48.

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	\$173,976	\$152,440
Transportation Plan Update	\$28,400	\$0
Contingency	\$22,000	\$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
Agency Match	\$140,000	\$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	\$256,000	\$100,000
Programs		
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	\$968,071	\$1,124,721
TOTAL	\$1,786,295	\$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
Agency Match	\$140,000	\$0
Subtotal	\$1,645,864	\$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	\$1,786,295	\$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 - Estimated expenditures have increased, which are covered by an increase in revenues and use of fund balance.
2. YSAQMD CityLink - The grant funding was reduced with expenses remaining the same, the result is an increase in the use of fund balance.
3. Solano Paratransit - The farebox penalty needs to be budgeted and paid from non-TDA funds.
Request \$10,500 from TDA salaries & benefits to be transferred to Solano Paratransit salaries & benefits for better tracking.
4. Project Development - A total of \$101,000 of general fund balance is budgeted and needs authorization to transfer funds. Add in project development agency match funding for tracking purposes.
5. General Operations - Decrease budgeted expenditures by \$2364 to balance with revenue.
6. ADA Planning - Removed budget of \$4000 for ADA Planning, never applied for this grant.

**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>

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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May 14, 1997
Agenda Item 7.2



DATE: May 7, 1997
TO: STA Board
FROM: Matt Todd
RE: 1997-98 TDA/STAF Claim for Solano Paratransit operations, planning, administration, and intercity transit coordination

The STA's 1997-98 TDA/STAF claim consists of \$250,680 for Solano Paratransit operations, \$240,356 for Planning and Administration services of the STA, and \$170,000 in State Transit Assistance funds (STAF) for implementation activities for the Intercity Transit Coordination study.

This compares with last year's claim of \$234,000 for operations and \$231,112 of planning and administration monies. The operations budget has increased slightly for an increased cost for the service and partly due to the trial service into Davis. The planning and operations budget has increased due to an increased cost of operating the STA.

The \$170,000 in STAF monies is intended to implement the marketing and organizational action plans of the Intercity Transit Coordination Study which are currently being prepared by Nelson/Nygaard. Approximately \$30,000 is expected to be needed to continue planning consultant services through next year and about \$140,000 is proposed to fund a major one year marketing effort intended to increase transit awareness and improve ridership on intercity transit routes. MTC advises us that there is \$362,000 of unallocated STAF funds available from 1996-97 (in recent years, Solano has been allocated an average of approximately \$300,000 of new STAF a year). Staff has proposed that future STAF funds continue to be reserved for activities necessary to implement our Intercity Coordination Study and/or backup reserve to keep our intercity routes operating should clean air funds, bridge tolls or other funds be further reduced.

The Board's Transit Steering Committee (TSC) has requested us to immediately move forward on securing adequate funding and preparing an RFP by their May 14 meeting to create a highly visible and effective intercity marketing program commencing this summer. A draft RFP was submitted to the transit operators at the April 25 Intercity Transit Coordination Study Workshop. Ideas from this document will be incorporated into and expanded in the marketing action plan (including the input from the workshops) and approved by the Transit Steering Committee at their next meeting. The detailed scope of work will be fine tuned prior to finalizing of a contract.

Recommendation

It is recommended that the Board approve the TDA/STAF claim for fiscal year 97-98 funds.

01	Applicant	Solano Transportation Authority
02	Street Address	333 Sunset Ave. Suite 200
03	City	Suisun City
04	ZIP Code	94585
05	County	Solano
06	Contact Person	Matt Todd
07	Contact Person's Title	Planner
08	Contact Person's Telephone	707-438-0655
09	Contact Person's FAX	707-438-0656

10 The above named applicant hereby applies for an allocation of Transportation Development Act (TDA) funds in FY 1995-96, as specified below in the amount(s) to be drawn from the Local Transportation Fund of the following respective counties under the TDA Article(s) and PUC section(s) as cited, for operating, capital, planning, and/or streets and roads purposes:

	Purpose	Amount	Article	PUC §	County/Jurisdiction Apportionment Area
11	Operations	\$250,680	8	99400c	Solano(see attached list)
12	Planning &				
13	Admin.	\$240,356	8	99400d	Solano(see attached list)
14					
15	TOTAL	\$491,036			

16 The above named applicant hereby applies for an allocation of State Transit Assistance (STA) funds in FY 1995-96, as specified below in the amount(s) to be drawn from STA Population-Based and/or Revenue-Based accounts, under the TDA Article(s) and PUC sections as cited, for operating, capital, and/or planning purposes.

	Purpose	Amount	Article	PUC §	STA Account Code*
17	Intercity				
18	Transit				
19	Coordination	\$170,000		99313	Solano PBNC
20	TOTAL	\$170,000			

	* Code:	STA Account:
22	PBRP	Population-Based Regional Paratransit (PUC §99313)
23	PBNC	Population-Based Northern Counties (PUC §99313)
24	PBSO	Population-Based Small Operator (PUC §99313)
25	PBRD	Population-Based Regional Discretionary (PUC §99313)
26	RB	Revenue-Based (PUC §99314)

27 Applicant acknowledges that payment by a county auditor of an allocation made by MTC is subject to such monies being on hand and available for distribution, and agrees to the provision that such monies be used only in accordance with the terms of the allocation instruction issued by MTC.

28	Date	
29	Name of Authorized* Individual	Martin Tuttle
30	Signature of Authorized Individual	
31	Title of Authorized Individual	Executive Director

*As authorized in Document B of this claim.

Document B

RESOLUTION NO. 97-

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 1997-98

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 1997-98 for the purposes of operating Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel dated May 1, 1997.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriate TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA/STAF monies in Fiscal Year 1997-98.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

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 14th day of May, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

Document A: Claim Form (Cont.)

Transportation Development Act (TDA)
State Transit Assistance Fund (STAF)
FY 1997-98

Claimant: Solano Transportation Authority
Address: 333 Sunset Ave., Suite 200, Suisun City, CA 94585
Contact Person: Matt Todd
Title: Transportation Planner
Telephone: 707-438-0655

TDA

<u>County</u>	<u>Amounts</u>	<u>Purpose</u>
Solano	\$250,680	Sect. 99400c, Operations
	<u>\$240,356</u>	Sect. 99400d, Planning and Administration
TOTAL	\$491,036	

This amount is to be charged to jurisdictions as follows:

	<u>99400c</u>	<u>99400d</u>	<u>TOTAL</u>
Benicia	\$ 0	\$ 17,524	\$ 17,524
Dixon	\$ 7,239	\$ 8,440	\$ 15,679
Fairfield	\$ 75,375	\$ 55,988	\$131,363
Rio Vista	\$ 1,964	\$ 2,358	\$ 4,322
Suisun City	\$ 32,979	\$ 16,429	\$ 49,408
Vacaville	\$114,172	\$ 54,249	\$168,421
Vallejo	\$ 0	\$ 72,353	\$ 72,353
Unincorporated	<u>\$ 18,951</u>	<u>\$ 13,015</u>	<u>\$ 31,966</u>
TOTAL	\$250,680	\$240,356	\$491,036

STAF

Solano County	\$170,000	PUC 99313, Intercity Transit Coordination Implementation Activities
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Document E(a)

This claim is for both the operations of Solano Paratransit as well as the Planning and Administration monies.

1. Service and Operations Descriptions

- (a) Solano Paratransit provides paratransit services primarily for intercity trips for the residents of the cities of Dixon, Fairfield, Suisun City, Rio Vista, Vacaville, and unincorporated Solano County.
- (b) The service is a demand response service.
- (c) The service operates from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday, excluding holidays.
- (d) Solano Paratransit is expanding service to provide a weekly trip into the city of Davis in Yolo County. This service will be exempted from the farebox recovery ratio calculations for two years as it complies with §6619.1 by serving a previously unserved area.
- (e) Solano Paratransit uses a fare structure based on the actual length of the trip provided. We will have the following fares in effect on July 1, 1997. Ticket books can be purchased for the system at transit offices, senior centers, and local government offices.

0-15 miles	2.00
15.1-25 miles	4.00
25.1-30 miles	5.00
30.1-35 miles	6.00
35.1-45 miles	8.00

For trips beyond 45 miles in length, the mileage beyond 45 miles will be charged at \$0.20 per mile.

A fare increase is scheduled for July 1, 1998 affecting the 25 to 30 mile range trips. This will be the last of the currently scheduled fare increases.

- (f) N/A
- (g) N/A

2. Service Coordination

- (a) As part of the 1996 ADA Compliance Plan Update, the transit operators of Solano County and the STA performed a special study to look at any necessary coordination

agreements. The study went a step further than the ADA plan because it also looked at the best form for the necessary agreements. The progress of these agreements is being monitored by the STA's Transit Technical Advisory Committee.

- (b) MTC has encouraged better coordination of services as a result of SB1474. All the required ADA coordination arrangements are currently in place and documented by the ADA Compliance Plan Update of 1996.

The Solano Intercity Transit Coordination Study is being performed to look at improved coordination of the various intercity transit and paratransit programs in the county and the best way to implement any of the proposals that come out of the plan. This study is expected to be completed in the late summer of 1997. The STAF portion of the claim is intended to implement the action plans of that study in accordance with SB1474.

3. Efficiency and Effectiveness

- (a) N/A
- (b) N/A

4. Description of Capital Program

- (a) N/A
- (b) There are no proposed fleet additions in the upcoming fiscal year. As part of the above mentioned study of possible consolidation and coordination of services in the county, we are having a capital replacement plan done.
- (c) The Solano Paratransit operation is specified in the most recent Solano County Transportation Plan Update
- (d) N/A
- (e) N/A

5. Significant Budget Provisions

- (a) N/A
- (b) N/A
- (c) N/A
- (d) N/A

6. Service Contracts

- (a) We currently have the City of Fairfield operating our Solano Paratransit service as per our JPA which allows the STA to look to its member jurisdictions to provide services. We have a contract with the city of Fairfield and are planning to exercise an option to continue the contract through FY 1997-98. A copy of the aforementioned contract is attached.
- (b) N/A
- (c) Any contractor we use, whether chosen directly by the STA or through one of our member jurisdictions, is found by a competitive bid process. This process follows the generally accepted practice of releasing an RFP, receiving proposals, and making a decision based on a combined measure of the firm's experience, personnel, ability, and cost.

7. Applicant's Financial and Management Information Data

N/A

8. Planning and Administration

- (a) The total planning and administration budgeted under TDA Section 99400(d) for the STA in 1996-97 is \$240,356. Approximately \$10,500 of that budget is devoted exclusively to contract administration and planning related to the Solano Paratransit service.

The remaining \$229,856 in funds will support functions performed by STA staff in relation to the Paratransit Coordinating Committee, the unmet needs process, transit and transportation planning, and other administrative services performed by the STA.

STAF monies will primarily be used to fund the Solano Intercity Transit Study Implementation project including activities such as transit information and marketing, paratransit and intercity transit coordination and organizational coordination.

- (b) Planning and administration monies will be used to cover costs in the attached STA Budget for 1997-98.

9. Description of Unmet Needs

N/A

May 14, 1997
Agenda Item 7.3



DATE: May 7, 1997
TO: STA Board
FROM: Matt Todd
RE: One Year Extension for Solano Paratransit Contract

The contract entered into with the city of Fairfield to provide the operations for Solano Paratransit was for a one year period with 2 single year options. Staff proposes to exercise the first option year and to continue to have the city of Fairfield operate the service for FY 1997-98. With this operating arrangement, we receive economies of scale "piggybacking" on their current contract.

The cost, compared to last year, is 2.7% higher to cover increased costs to provide the service and is accounted for in the proposed 1997-98 budget.

Recommendation

It is recommended that the Board approve the one year extension of the contract with the city of Fairfield for operation of the Solano Paratransit service for FY 1997-98.

The Solano Transportation Authority (STA) hereby exercises the option to continue the Agreement for Solano Paratransit Operations through fiscal year 1997-98. STA and the city of Fairfield mutually agree to the modifications to Exhibit G, attached, of the Agreement including a price per revenue hour for FY 1997-98.

by: _____

Martin Tuttle
Executive Director
Solano Transportation Authority

Date: _____

by: _____

Chuck Hammond
Mayor
City of Fairfield

Date: _____

EXHIBIT G

PAYMENT SCHEDULE

Description. Operate SOLANO PARATRANSIT service as described in Contract and accompanying attachments. Total payments shall be as follows, per Fiscal Year:

FY 1996/97

Level of Service: Not to Exceed 6,400 Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ 40.00

TOTAL CONTRACT PRICE \$ 234,000 + Fare Revenues

FY 1997/98

Level of Service: Not to Exceed 6,700 Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ 41.08

TOTAL CONTRACT PRICE \$ 250,680 + Fare Revenues

FY 1998/99

Level of Service: Revenue Vehicle Hours

Cost Per Revenue Vehicle Hour \$ _____

TOTAL CONTRACT PRICE \$ _____

Fare revenue generated by the Solano Paratransit service shall be credited to the total Solano Paratransit cost. The resultant net cost will be recovered through contributions by all the jurisdictions of the STA participating in the SERVICE with the jurisdictions percentage of the net total cost as agreed upon in the final STA approved budget.

Payment. During the term of Contract, STA shall obtain and pay or cause to be paid, to CONTRACTOR, a Payment. CONTRACTOR shall be paid quarterly in arrears based upon the revenue vehicle hours provided, unless otherwise mutually agreed upon in writing.

A Revenue Hour will be calculated by the time between a first pick up and last drop off minus the lunch period. If a vehicle is shared between services with no shared rides occurring, the revenue hours will be split between the two services to the closest 15 minute interval. If a vehicle that is being used for Solano Paratransit inter-city trips is shared between services with shared rides occurring, the revenue hours of Solano Paratransit will be deducted by twenty (20) minutes and those deducted minutes will be charged to the intra-city trip service the trip is provided for. Cost of the service shall consist of the actual revenue vehicle hours operated minus shared intra-city trip taken on a bus with

Solano Paratransit inter-city trips, multiplied by the cost per revenue vehicle hour minus any penalties assessed for the period. If this Contract is terminated before the expiration of the full contract term, CONTRACTOR's final cost shall consist of the number of revenue vehicle hours operated, minus deductions for shared trips, multiplied by the cost per revenue vehicle hour minus any penalties assessed.

The amount of the Subsidy during each year of the term shall be as set forth above herein for FY 97-98 and will be determined at later dates for any future years. In the event STA fails to obtain any payment in full, as provided herein above, in addition to whatever rights CONTRACTOR may have at law or in equity, CONTRACTOR has the right to declare Contract terminated upon five (5) days written notice, and to take such other steps as it may deem appropriate. CONTRACTOR agrees to work with STA to have an hourly cost and yearly budget cost by the February preceding a fiscal year in question for the STA budget process. CONTRACTOR agrees to cooperate fully with STA's efforts to obtain and maintain a Subsidy for the Paratransit Service. STA agrees that it will pay the CONTRACTOR subject to the terms of this Contract. CONTRACTOR's cooperation shall include, but not be limited to, the provision of applicable paratransit service revenue and cost information, passenger counts, and other information needed to meet any regional, state, and federal requirement or herein required for planning and reporting purposes.

CONTRACTOR expressly agrees that any costs, expenses or amounts due under or in any way related to this Contract are solely to be paid from any funds obtained from MTC or other entities providing a Subsidy for this paratransit service, together with all monies collected through the fare box or other ticket sales, and in no event shall this Contract obligate other STA sources of money.

Revenues/Fares. All fare and related transportation revenues will be credited to the Solano Paratransit system. CONTRACTOR shall collect all farebox receipts in sealed fare boxes, and credit Solano Paratransit in the amount of monthly passes, prepaid tickets, cash, etc. CONTRACTOR shall maintain all account records and reports as required. CONTRACTOR shall provide evidence satisfactory to STA that the fare and related transportation revenues collected by CONTRACTOR and reported to STA are the amounts actually collected.

Fare Levels. CONTRACTOR shall operate this service pursuant to the fare structure set forth by the STA, as set forth in exhibit B.

Submission of Invoices. Invoices are to be submitted to STA on a quarterly basis, and in format specified by STA. Upon verification of the accuracy and completeness of the invoice by STA, the claim shall be processed for payment.

PENALTIES

Reporting Requirements CONTRACTOR will be assessed a \$50/day penalty for each late report not completed in a STA approved format. The reports this will apply to include:

1. Quarterly Invoice to the STA by 30 days after the end of the quarter
2. Annual Financial report to the STA by September 30 following the fiscal year.
3. Section 16b vehicle report by 30 days after the end of the quarter

4. Next fiscal years revenue hours and revenue hour cost by February 15 preceding fiscal year included in the contract

These penalties will be assessed to the total cost of the service at the end of the fiscal year.

May 14, 1997
Agenda Item 8.1



DATE: May 7, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Final draft I-80 Reliever Route Implementation Plan

A final draft of the I-80 Reliever Route Implementation Plan is complete, and is attached. The final draft has been reviewed and approved by the I-80 Reliever Route Working Group, and by the TAC at their March TAC meeting. An earlier draft was distributed at the April STA Board meeting. Comments from that meeting are incorporated into this final draft.

The major revisions to the plan since the April Board meeting include revisions to the cost estimates for the Leisure Town Road Extension and Vanden Road segments of the project. In the April version of the plan, the combined cost of the Leisure Town Road Extension and the Vanden Road segment was shown as \$14.9 million. This estimate has been revised upward to show a cost of \$9.6 million for the Leisure Town Road Extension, and \$10.5 million for the Vanden Road segment, for a total combined segment cost of \$20.1 million. This is an increase of \$5.2 million, or 7.5 percent of the total project cost of \$74.3 million. These changes are reflected in Table 4-2 of the plan.

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.

Recommendation:

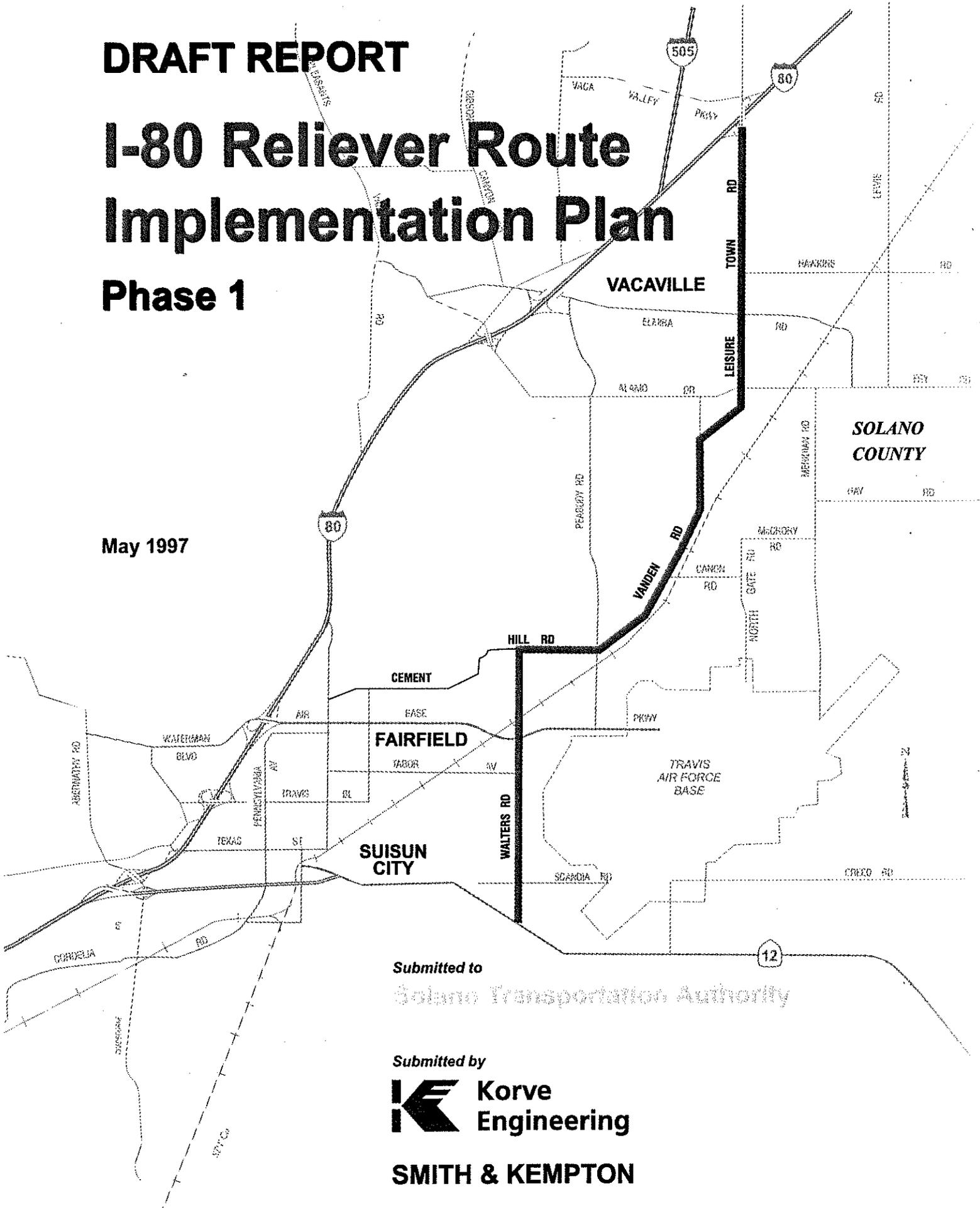
Adopt the I-80 Reliever Route Implementation Plan.

DRAFT REPORT

I-80 Reliever Route Implementation Plan

Phase 1

May 1997



Submitted to
Solano Transportation Authority

Submitted by
K Korve
Engineering

SMITH & KEMPTON

Acknowledgment

The invaluable help of the I-80 Reliever Route Implementation Plan Working Group is gratefully acknowledged. Their assistance in defining and refining the technical analyses which were used to develop the I-80 Reliever Route Implementation Plan is greatly appreciated. These members include:

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Ed Stewart, Metropolitan Transportation Commission
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1. INTRODUCTION

1.1 I-80 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, Suisun City, 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 ran 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, Alamo Drive from Vanden Road to Leisure Town Road, 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.

2. ROADWAY FACILITIES

2.1 Existing Facilities

Phase I of the I-80 Reliever Route for which improvements are proposed passes through the cities of Suisun City, Fairfield and Vacaville and through unincorporated Solano County. Travis Air Force Base, a major trip attractor, is located in the middle of the route. Because of Travis Air Force Base and recent development in this part of Solano County, there is significant local traffic. Existing roadway and intersection geometrics for Phase I of the I-80 Reliever Route are shown in Figures 2-1 through 2-3.

Caltrans and Suisun City recently completed the construction of a divided expressway on State Route 12 in Suisun City between .15 mile west of Marina Boulevard and .74 mile east of Scandia Road. The project involved widening Highway 12 from one lane in each direction to two lanes in each direction. The intersections remained at-grade, signalized intersections. Also as part of the project, Walters Road was extended south to Highway 12 to a signalized intersection.

Walters Road is a two-lane roadway through unincorporated Solano County. Walters Road is a four-lane facility in Suisun City and Fairfield. A traffic signal is located at the intersection of Bella Vista Drive and Walters Road. Cement Hill Road is a two-lane roadway, as are both Leisure Town Road and Vanden Road.

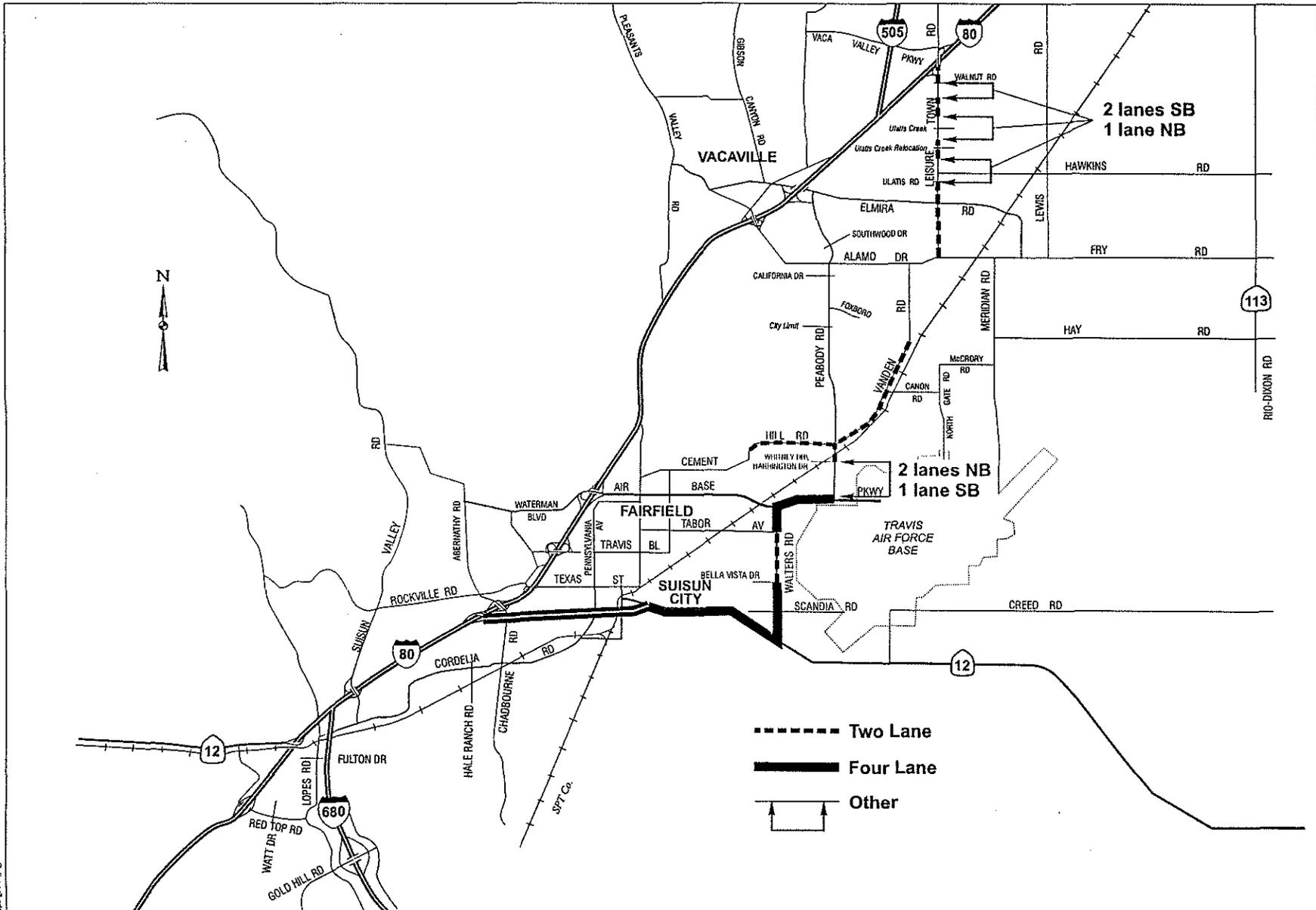
The main bottleneck points that currently restrict the capacity of Phase I of the I-80 Reliever Route are:

- The Walters Extension grade-separation across the railroad tracks is not in place;
- The intersection of Vanden Road and Peabody Road; this intersection is currently not signalized which will make left turns from Vanden Road on to Peabody Road difficult in the AM and PM peak;
- The extension of Leisure Town Road to connect with Vanden Road is not in place; these two facilities must be connected to serve as an effective alternative north-south route; and
- The Leisure Town Road interchange with I-80 has not been upgraded.

2.2 Status of Improvements

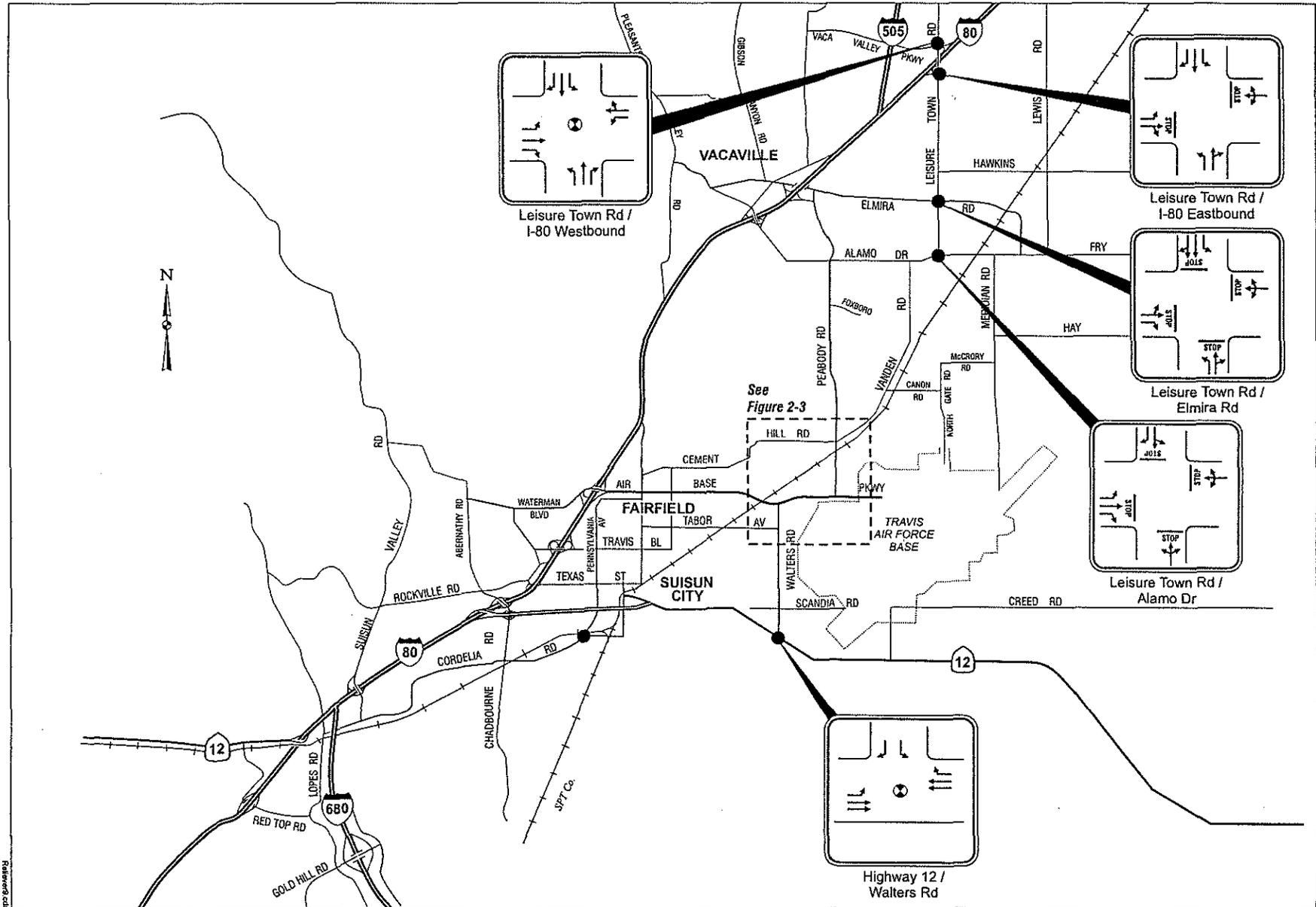
A study performed by JHK & Associates in 1990 proposed a number of improvements for the I-80 Reliever Route including Leisure Town Road in Solano County to increase the capacity during the peak periods. The 18-mile section of I-80 that these roads parallel is frequently congested during the peak periods. With the proposed improvements, Highway 12 connection to Walters Road, Vanden Road and Leisure Town Road would serve as a reliever route network to alleviate some of the existing and predicted congestion in the I-80 corridor by providing local traffic with an alternative to I-80. The proposed improvements included the following:

- Improvements to the Walters Road and Air Base Parkway intersection to include the addition of a northbound right turn lane and an additional westbound left turn lane;
- Signalization of the intersection of Peabody Road and Vanden Road;



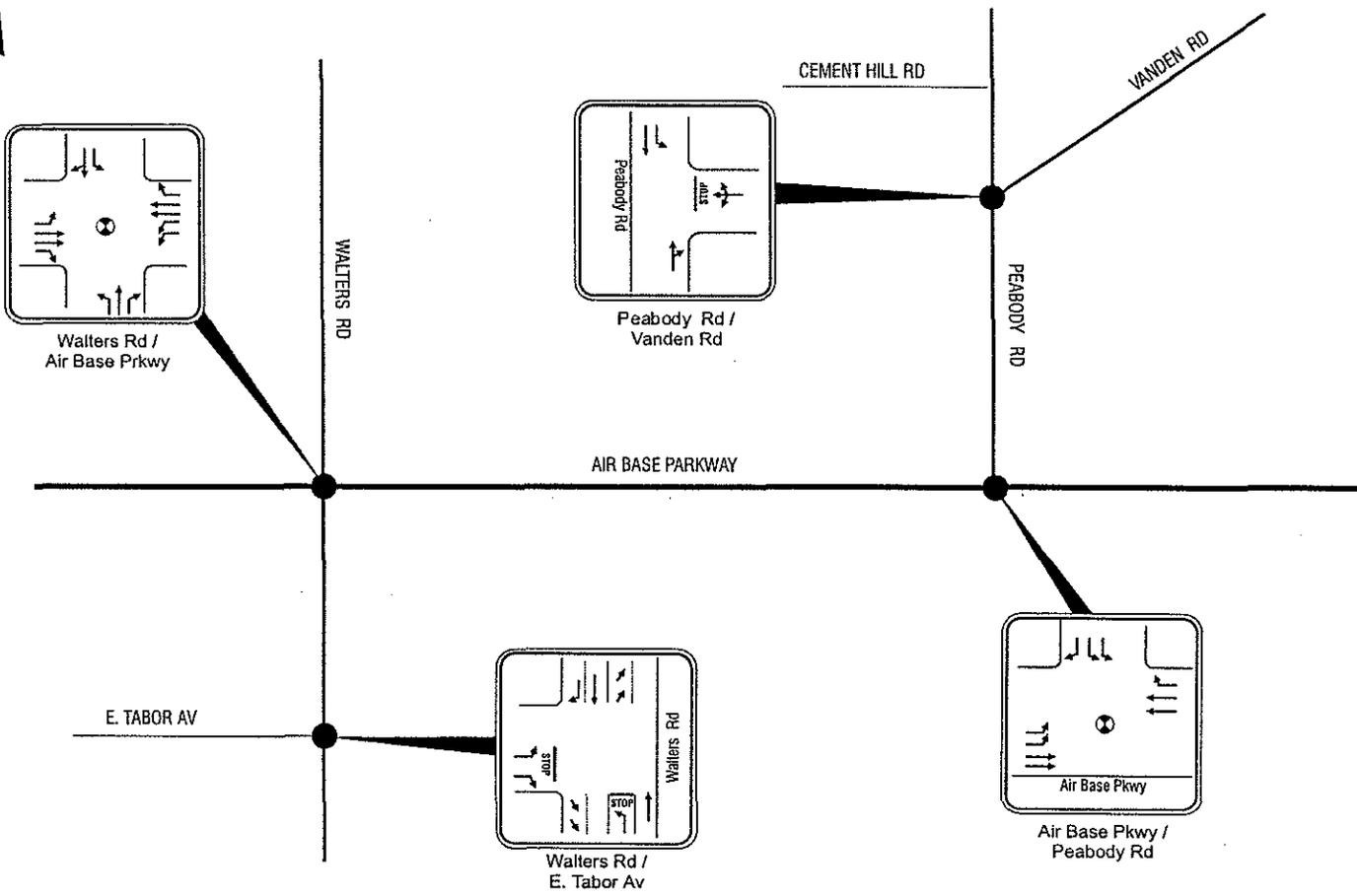
I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Figure 2-1
EXISTING ROADWAY GEOMETRICS



I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Figure 2-2
EXISTING INTERSECTION GEOMETRICS



Reference



I-80 RELIEVER ROUTE IMPLEMENTATION

Figure 2-3
EXISTING INTERSECTION GEOMETRICS
Walters Road / Air Base Parkway

- Extension of Leisure Town Road to Vanden Road including improvement of a portion of Leisure Town Road from a gravel roadway to a two lane paved facility which includes the widening of a bridge over a creek;

The status of these improvements are shown in Table 2-1.

Capacity improvements being considered by local governments, but not currently programmed and fully funded include: widening of Leisure Town Road from the current one lane in each direction to two lanes in each direction (Vacaville) and improvements to the Leisure Town Road/I-80 interchange.

Table 2-1
Status of Improvements Identified in JHK Study

Location	Improvement	Status
Walters Rd. & Air Base Parkway	Add NB right turn lane and WB left turn lane	Has been implemented
Peabody Rd. & Vanden Rd.	Signalize intersection	Realignment and signalization project is programmed and in environmental clearance phase
Leisure Town Rd. from Alamo Dr. to Vanden Rd.	Construct new roadway	Project is programmed and in environmental clearance phase

2.3 Planned Roadway System

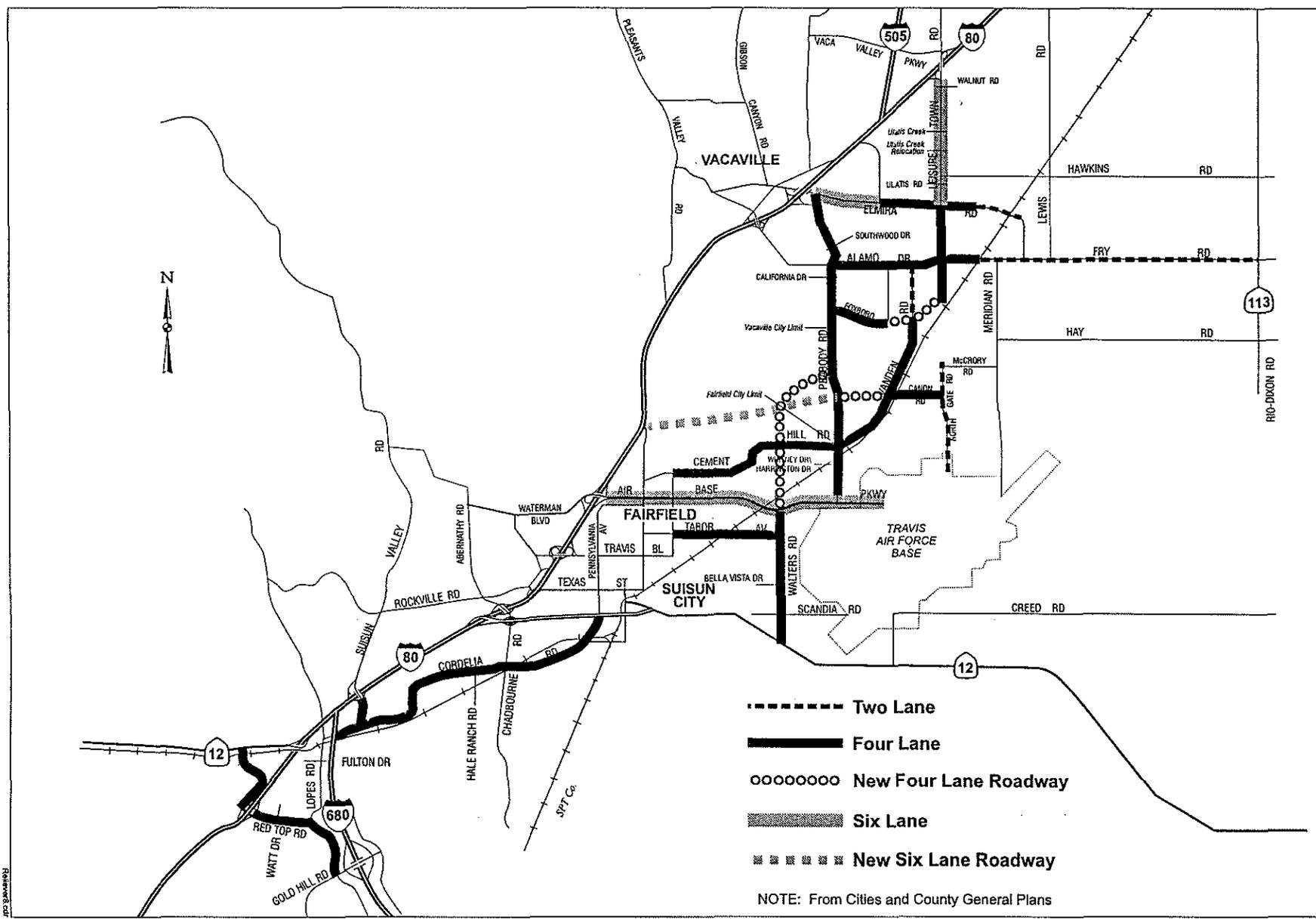
Long range improvements identified in the Bay Area Freeway Reliever Routes Phase II Evaluation Report included widening of Walters Road and additional widening of Peabody Road. These improvements are based on a long range assessment of the route. The planned roadway network based on the City General Plans is shown in Figure 2-4. The reliever route improvements are compatible with the long range recommendations and are also aimed at supplementing the freeway system by providing local traffic with an alternative to I-80.

2.4 Definition of Reliever Segments

The I-80 Reliever Route can be broken into segments of varying size, depending on the intended use of the breakdown. A few long segments may be useful when describing the I-80 Reliever Route to lay persons or to funding agencies. A large number of very short segments may be useful when preparing cost estimates or conceptual designs. To set up a "bookkeeping system," a middle ground is most appropriate. Therefore, the segments were defined to be as long as possible while still being a discrete facility.

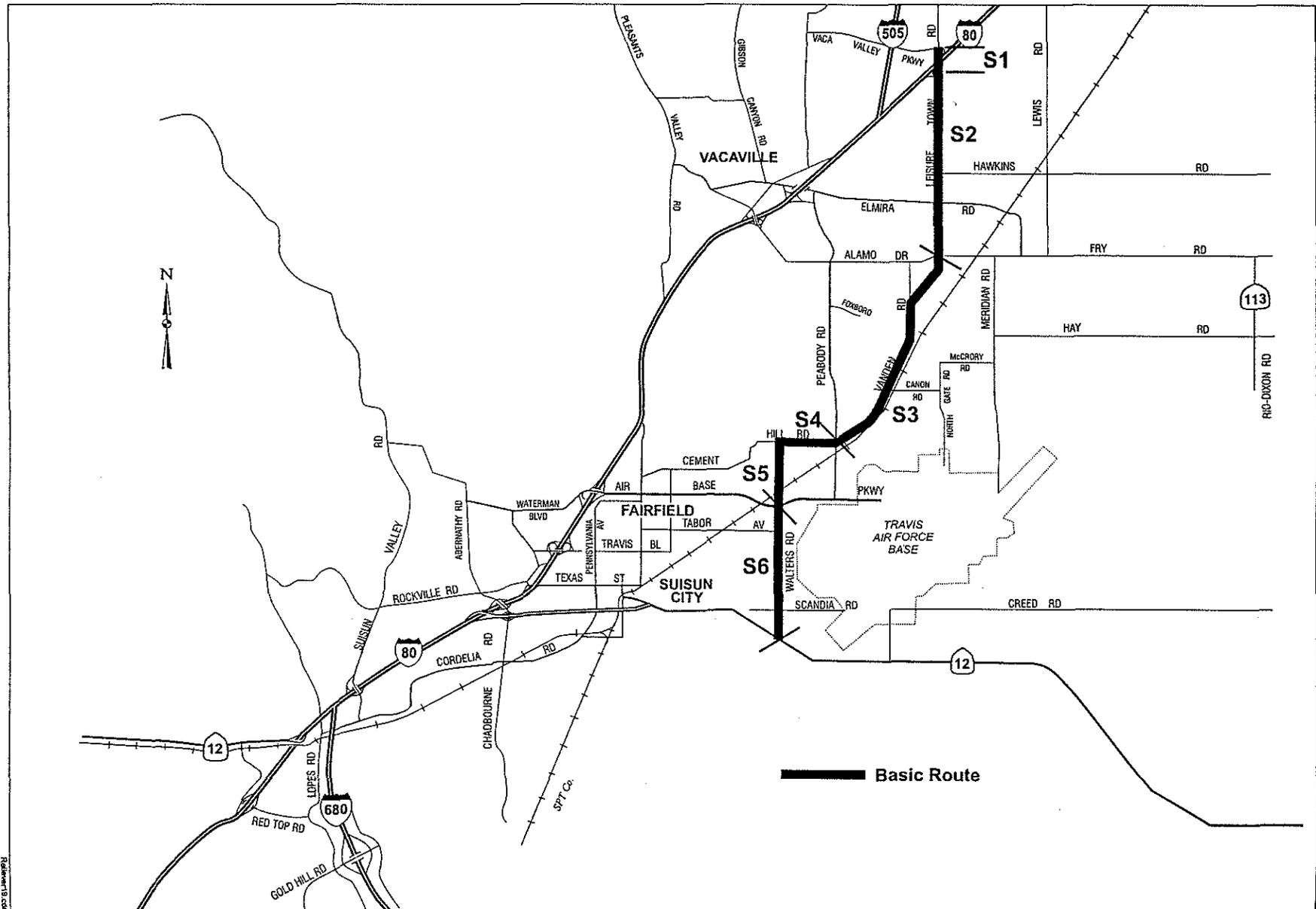
Six segments have been defined for Phase I of the I-80 Reliever Route as shown in Figure 2-5. These segments are as listed in Table 2-2.

Reviewed by:



I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Figure 2- 4
PLANNED ROADWAY NETWORK



I-80 RELIEVER ROUTE IMPLEMENTATION

Figure 2-5

I-80 RELIEVER ROUTE SEGMENTS

Table 2-2
Reliever Segments

Segment Number	Facility Name	Starting At	Ending At
S1	Leisure Town Road/ I-80 Interchange	Interstate 80	Interchange
S2	Leisure Town Road	Interstate 80	Alamo Drive
S3	Leisure Town Road Extension/ Vanden Road	Alamo Drive	Peabody Road
S4	Cement Hill Road	Peabody Road	Walters Extension
S5	Walters Road Extension	Cement Hill Road	Air Base Parkway
S6	Walters Road	Air Base Parkway	Highway 12

3. FUTURE TRAFFIC CONDITIONS

3.1 Forecast Methodology

This task of the work effort was to prepare an updated traffic analysis of the proposed reliever route facility. A year 2020 horizon was selected. In general, forecast traffic volumes were developed from forecasts supplied by Fairfield and Vacaville, resulting in a single set of forecasted PM peak hour volumes for the reliever route facilities. The two travel demand models were matched to arrive at a consistent set of future traffic forecasts.

Future Phase I projected volumes were assembled for the following segments of these roads.

- Walters Road and Walters Road Extension
- Cement Hill Road
- Vanden Road
- Leisure Town Road south of Interstate 80

As background information, copies of recent traffic studies in the area were reviewed. The studies had been completed for proposed developers or roadway improvement projects.

3.2 Traffic Analysis

Year 2020 traffic volumes were forecast for the PM peak hour along each section of the I-80 Reliever Route. These volumes were compared to the link capacity under existing conditions, as shown in Table 3-1. If the forecast level of service was poor, a capacity check was made assuming that one lane was added in each direction. As needed, this process was repeated until an acceptable level of service (LOS D) was achieved. The table footnotes identify the capacity assumptions that were used for arterials, expressways, and freeways. Although Table 3-1 notes that some sections of the I-80 Reliever Route will ultimately need to be expanded to six lanes, the I-80 Reliever Route Implementation Plan has been defined by STA as a four-lane facility. The additional two lanes, where necessary, are assumed to be added through the use of local traffic impact fees and are not included as part of the costs reported in this analysis.

3.3 Proposed Geometrics

The traffic analysis results were used to develop a description of the future roadway facilities that would be needed to accommodate the forecasted volume of traffic. The number of lanes on these facilities is shown in Figure 3-1. The necessary intersection geometry is shown in Figure 3-2.

Table 3-1
I-80 Reliever Route Implementation Plan
2020 Forecast Level of Service
PM Peak Hour Volumes

(existing geometry is shaded)

Roadway	Start	End	Future Planned Lanes	Volume		Number of Lanes (in both directions)					
				NB/EB	SB/WB	2		4		6	
						V/C	LOS	V/C	LOS	V/C	LOS
Leisure Town Road	Interstate 80	Elmira Rd	6	1200	2600	2.17	F	1.08	F	0.72	C
	Elmira Rd	Alamo Drive	4	1000	1600	1.33	F	0.67	B		
Leisure Town Rd Ext.	Alamo Drive	Vanden Road	4	500	600	0.50	A				
Vanden Road	Leisure Town Road Extension	Peabody Road	4	1500	1300	1.25	F	0.63	B		
Cement Hill Road	Peabody Road	Walters Ext.	4	900	600	0.75	C	0.38	A		
Walters Road Extension	Cement Hill Road	Air Base Parkway	4	1800	1700	1.50	F	0.75	C		
Walters Road	Air Base Pkwy	E. Tabor	6	1500	1700			0.71	C		
	E. Tabor	Highway 12	4	1000	1300	1.08	F	0.54	A		
Interstate 80 *	Lewis Road	Leisure Town Road	8	6500	7100					0.89	D
	Leisure Town Road	Interstate 505	8	5300	5300					0.66	B
	Interstate 505	Elmira Rd	8	8200	5800					1.03	F
	Elmira Rd	Alamo Dr	8	8200	5500					1.03	F
	Alamo Dr	Airbase Parkway	8	9400	5400					1.18	F
	Airbase Parkway	State Route 12	11	10600	8900					0.96	E
	State Route 12	Suisun Valley Rd	11	12200	12500					1.14	F
	Suisun Valley Rd	Lopes Rd	8	9906	11600					1.45	F
	Lopes Rd	Red Top Rd	8	7416	1100					0.93	E

Notes:

Arterial Link Capacity

1200 vehicles per lane

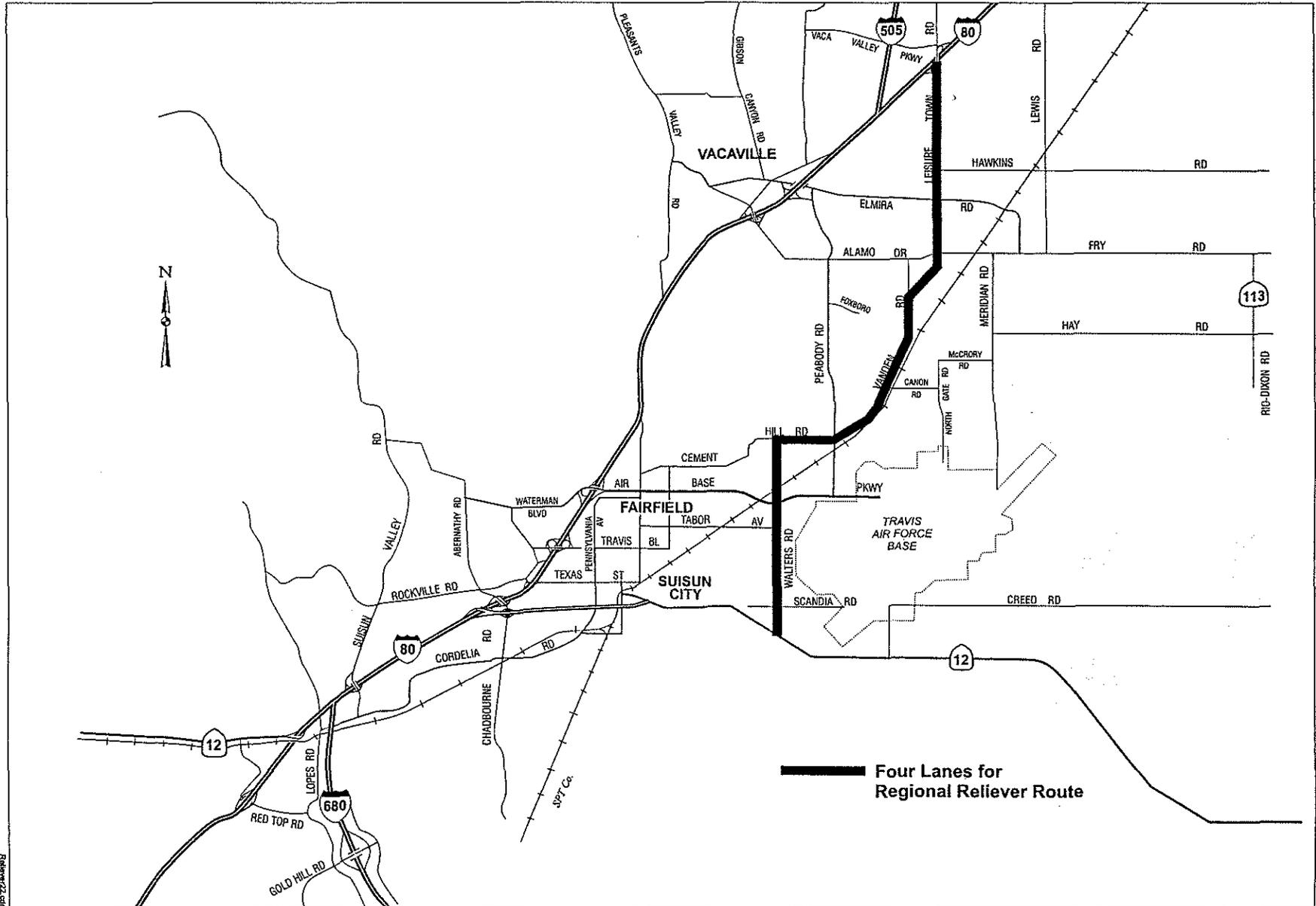
Expressway Link Capacity

1500 vehicles per lane

Freeway Link Capacity

2000 vehicles per lane

*I-80 V/C based on existing number of lanes.



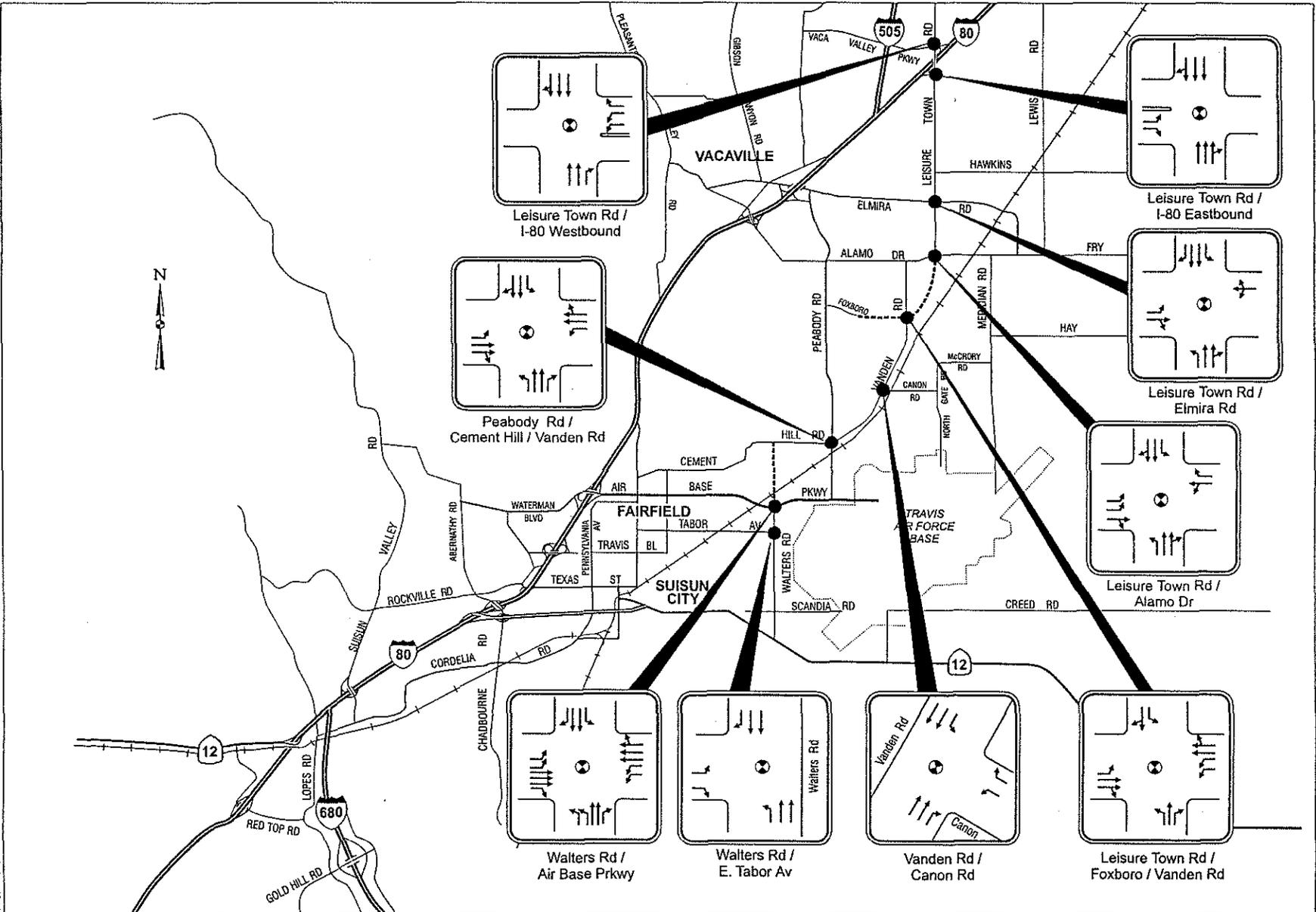
Four Lanes for Regional Reliever Route

I-80 RELIEVER ROUTE IMPLEMENTATION

Figure 3-1

PHASE I ROADWAY GEOMETRICS

Revised 13 Oct



I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Figure 3-2
PHASE I INTERSECTION GEOMETRICS

4. EVALUATION OF IMPROVEMENTS

4.1 Preliminary Cost Estimates

This task of the study included refining the definition of Phase I of the I-80 Reliever Route Implementation Plan alignment and developing preliminary cost estimates. A series of cost estimates were prepared and reviewed by staff from the involved jurisdictions. The typical cross section used for cost estimating purposes is shown in Figure 4-1 as a 4-lane cross section for both an urban and rural condition. Although a six lane cross section may be necessary at some locations to meet travel demand, the I-80 Reliever Route was defined to be only a 4-lane facility. The additional 2-lanes, if needed, are to be funded from local traffic impact fees. The unit cost rate applied to the estimated length of the improvement was developed as shown in Table 4-1. Right-of-way requirements were established through review of the Solano County Assessor Parcel maps. Right-of-way costs per square foot were provided by the local jurisdictions.

Preliminary cost estimates were developed for Phase I, as shown in Table 4-2. The cost of Phase I is estimated at \$74 million. These costs include the cost of a new interchange at I-80 and Leisure Town Road estimated at \$22 million.

4.2 Recommended Route

Alignment options were reviewed by the consulting team, STA staff, and staff from the jurisdictions along the I-80 Reliever Route. The outcome of this review was the recommendation that Phase I of the I-80 Reliever Route Implementation Plan be located along Leisure Town Road, Leisure Town Road Extension, Vanden Road, Cement Hill Road, an extension of Walters Road north of Air Base Parkway and Walters Road, terminating at Highway 12. The recommended alignment is shown in Figure 4-2, and the recommended intersection geometrics are shown in Figure 4-3.

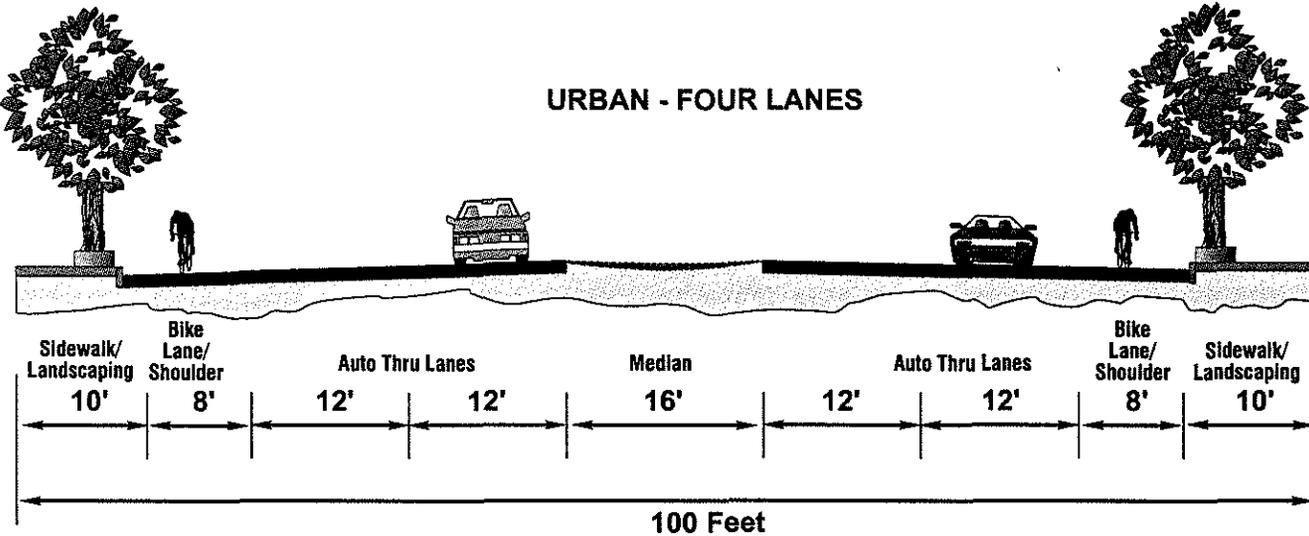
The I-80 Reliever Route will require some improvements to the Leisure Town Road/I-80 interchange. These improvements could consist of the eastbound I-80 on-ramp, the westbound I-80 off-ramp and the bridge overcrossing. The eastbound on-ramp and westbound off-ramp will serve regional traffic. The bridge over I-80 will serve both regional and local traffic. The total cost of the interchange is \$22 million as noted in Table 4-3. A portion of this total cost is included as part of the I-80 Reliever Route Implementation Plan. The level of participation in the construction of the interchange will be determined through a future process.

This route was recommended for the following reasons:

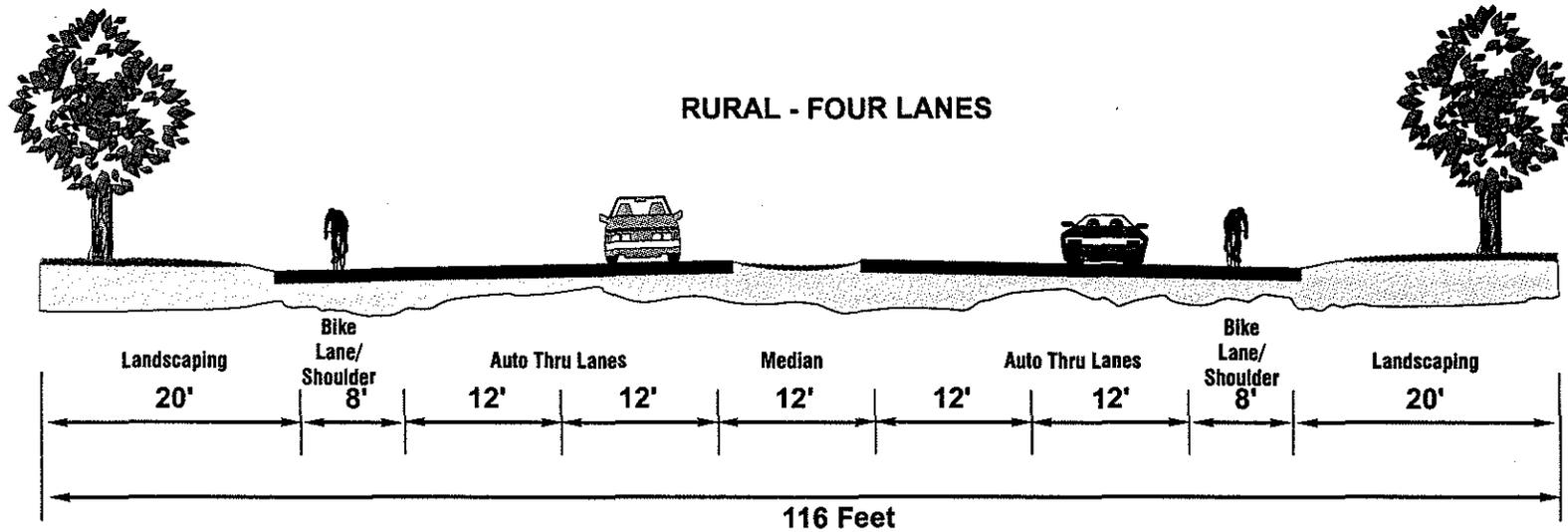
- Provides the most extensive geographic coverage;
- Serves greatest number of trips;
- Completes the most gaps in the existing roadway network;
- Provides new parallel routes for increased mobility;
- Avoids existing congested roadways;
- Leverages traffic impact fee funding.

Cross Sections are Illustrative Only

URBAN - FOUR LANES



RURAL - FOUR LANES



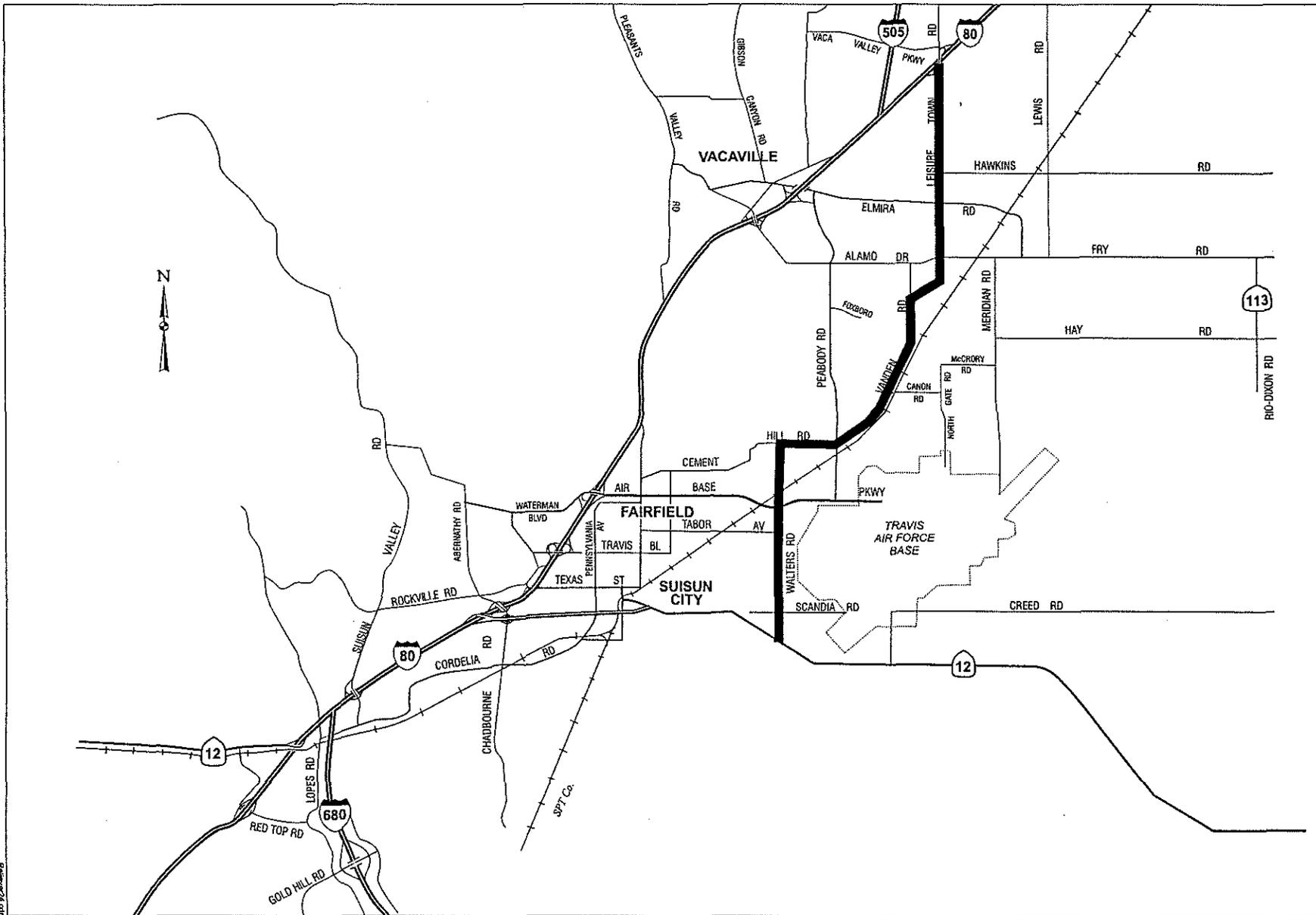
Reference: 3/04

Table 4-1
Preliminary Unit Costs For Typical Roadways
(Widening from 2 to 5 Lanes)

Asphaltic Concrete	72 feet (0.35 feet) (0.075 t/cf) @ \$45/t	\$85.00
Aggregate Base	72 feet (0.75 feet) + 27 @ \$30/cy	\$60.00
Aggregate Subbase	76 feet (1 foot) + 27 @ \$25/cy	\$70.35
Excavation	50 feet (1.5 feet) + 27 @ \$12/cy	\$33.30
Embankment	76 feet (2 feet) + 27 @ \$8/cy	\$45.05
Curb and Gutter	2 @ \$15.00/foot	\$30.00
Sidewalk	10 feet @ \$4/foot	\$40.00
Drainage	Lump Sum	\$140.00
Street Lighting	Lump Sum	\$25.00
Signing and Striping	Lump Sum	\$10.00
Fire Hydrant	Lump Sum	\$40.00
Mobilization	@ 10%	\$57.90
TOTAL		\$636.60
		÷ 96
		6.63/sf
		Use \$6.75/sf

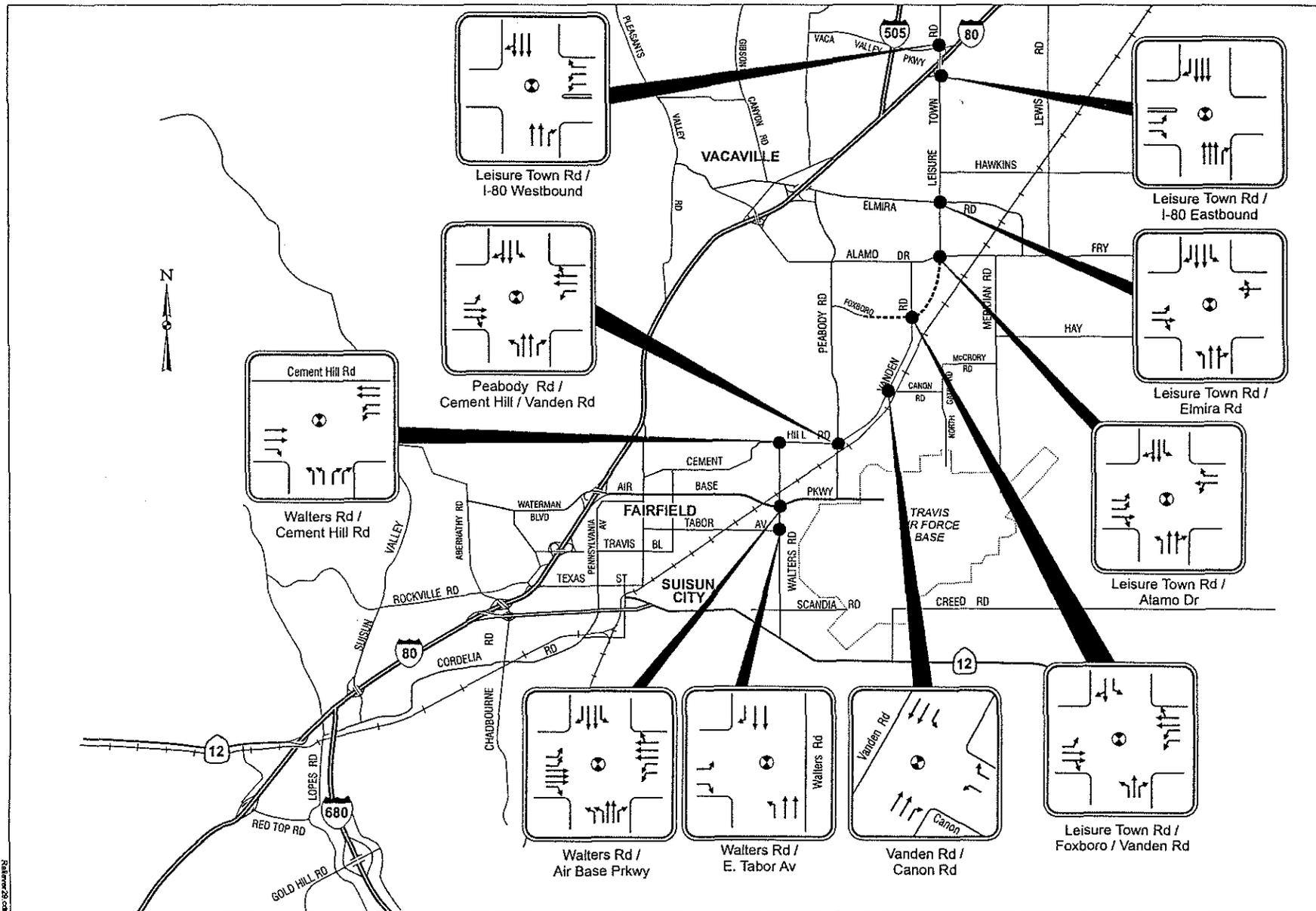
Table 4-2
Cost Estimate Worksheet

Segment	Scenario Phase I I-80 Reliever Route		
	Roadway	Intersection/ Interchange	Total
S1 Leisure Town Road/ I-80 Interchange	\$0	\$22,000,000	\$22,000,000
S2 Leisure Town Road	\$16,389,000	\$502,000	\$16,891,000
S3a Leisure Town Road Extension	\$9,360,000	\$200,000	\$9,560,000
S3b Vanden Road Widen/Realign	\$10,170,000	\$350,000	\$10,520,000
S4 Cement Hill Road	\$3,623,000	\$355,000	\$3,978,000
S5 Walters Road Extension	\$7,587,000	\$44,000	\$7,631,000
S6 Walters Road	\$3,438,000	\$218,000	\$3,656,000
Total	\$50,567,000	\$23,669,000	\$74,236,000



Revised 2/24/07

Revised: 06/04



I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

Figure 4-3

RECOMMENDED PHASE I I-80 RELIEVER ROUTE INTERSECTION GEOMETRICS

4.3 Route Identity

The objective of the I-80 Reliever Route is to divert local trips from I-80 by providing an attractive alternative. The public must be aware of the alternative in order to use it. The establishment of an attractive route identity is critical to the overall effectiveness of the route. Because the existing and planned roadways are already named, a street name is not an appropriate method of establishing an identity.

The route concept needs to be easily recognizable for the first time or occasional users, and clearly identify the route with signs, and with a consistent visual appearance. The appearance must be pleasing to enhance the attractiveness, and therefore, the effectiveness of the route. The route will have both urban and rural segments, and the identity concept must apply to all segments of the route. Direct access to the I-80 Reliever Route must be minimized to promote traffic safety and efficiency of movement.

Phase 1 of the I-80 Reliever Route consists entirely of roads that are shown on the Solano County Bicycle Plan. An eight foot bicycle lane/shoulder will be provided all along both sides of the route to support the objectives of the Bicycle Plan. This will encourage a multimodal approach to alleviating both recreational and commuter traffic on I-80.

The I-80 Reliever Route offers a pleasant alternative to the congestion of I-80. Connecting Suisun City to Vacaville by way of Fairfield, the back road drive rolls through acres of ranch lands and farms.

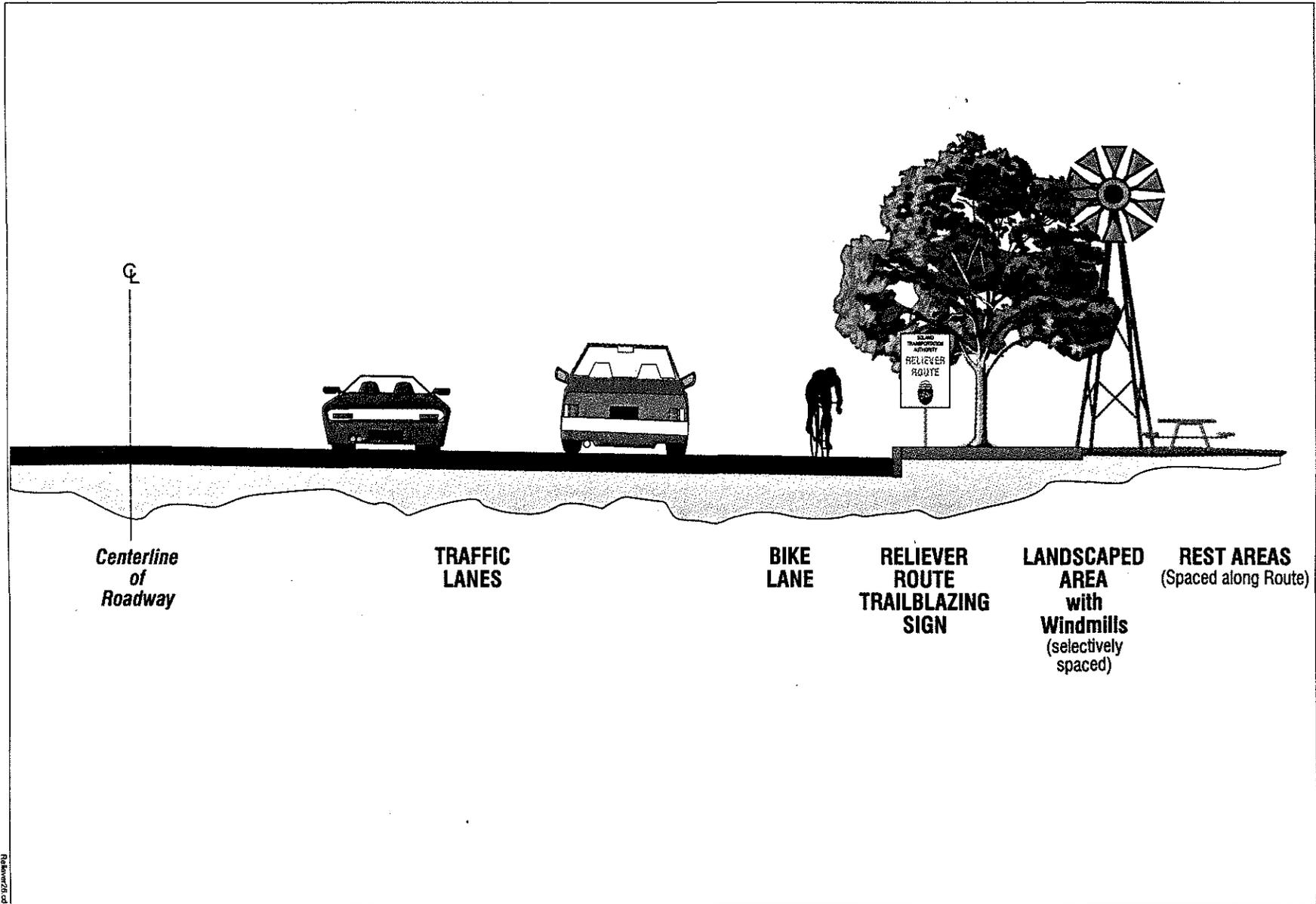
In consultation with the Solano Farmlands and Open Space Foundation, it is recommended that old fashion windmills will be a key component of the overall theme of the route. Throughout this semi-rural area, old-fashioned windmills are visible reminders of agriculture. These picturesque water pumps are symbols of the agricultural past and many are still in use throughout the county.

Placing old-fashioned windmills at intervals along the I-80 Reliever Route utilizes a local feature to identify the route and link it into the agricultural identity and history of the area.

The reliever route is frequently buffeted by strong winds. Historically, few native trees grew along most of the route. Trees take decades to mature. A grove of small, wind sturdy trees will be planted near each windmill to establish an immediate route identity. The windmills can be used for sources of irrigation water for the trees, and the tanks can be used for storage of irrigation water. Rest stops, picnic tables, and historic signage will be located near the windmills.

The local, native flora would be an excellent source for a landscape species list. The dominant native tree of this area is the interior live oak (*Quercus wislizenis*). In addition to being adapted to the wind, heat and drought of Solano County, oaks are less flammable since they contain fewer volatile oils than eucalyptus, another popular, but non-native species. Other native species, such as deep-rooted, native perennial grasses, and perennial wild flowers, will add color and visual interest.

Provisions for a consistent route identity concept will be incorporated into the Memorandum of Understanding between the STA and participating I-80 Reliever Route jurisdictions. A concept for the corridor identity is illustrated in Figure 4-4. Figure 4-5 illustrates the proposed Solano County Bike Route sign to be used along the I-80 Reliever Route.



Centerline
of
Roadway

TRAFFIC
LANES

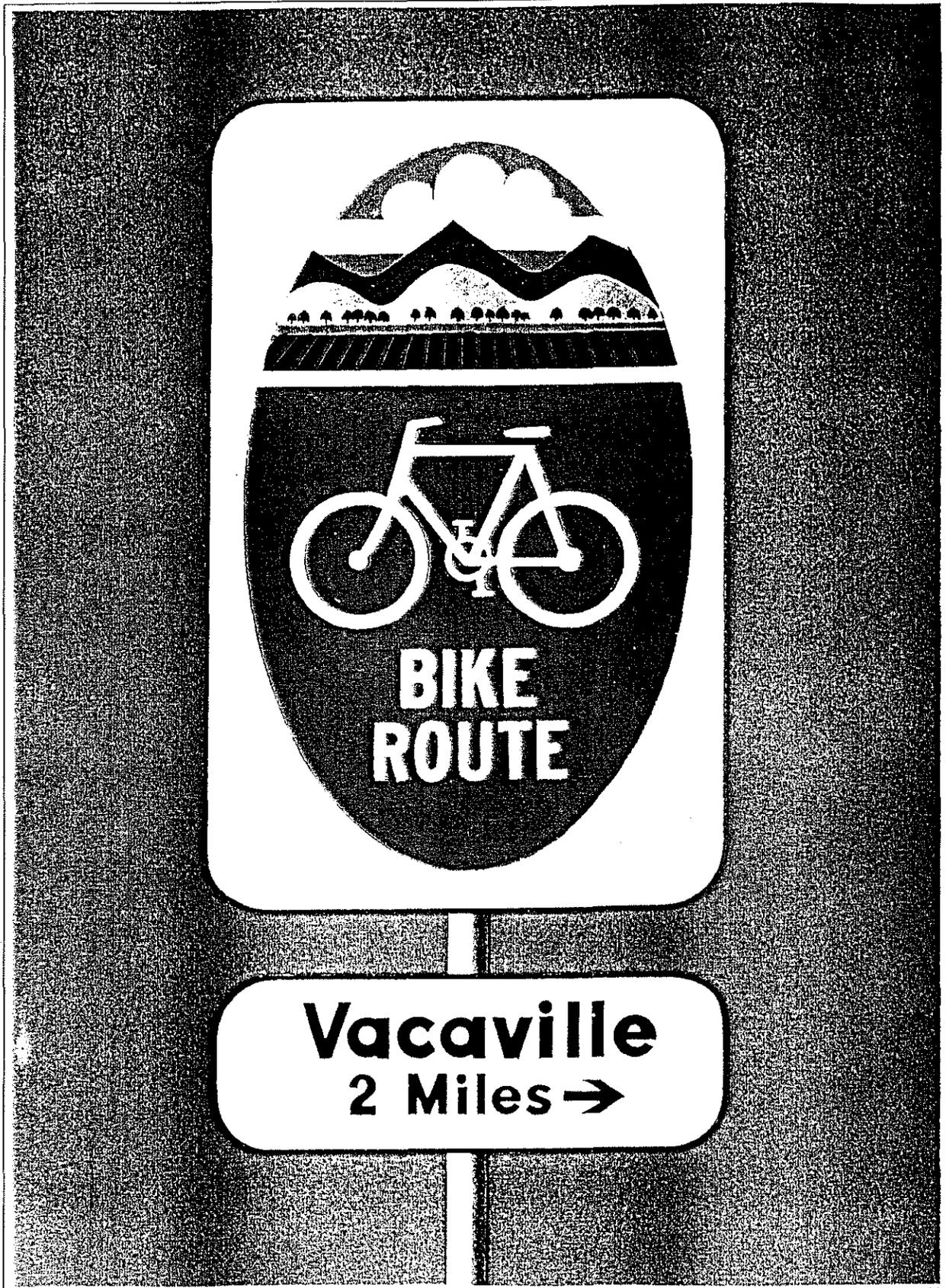
BIKE
LANE

RELIEVER
ROUTE
TRAILBLAZING
SIGN

LANDSCAPED
AREA
with
Windmills
(selectively
spaced)

REST AREAS
(Spaced along Route)

Revised 01/10



800 VACAVILLE

I-80 RELIEVER ROUTE IMPLEMENTATION

Figure 4-5

PROPOSED SOLANO COUNTY BIKE ROUTE SIGN

4.4 Open Space Mitigation

The STA will work with local agencies to seek both state and federal funding for open space mitigation of the I-80 Reliever Route. State and federal transportation programs now provide funding for the enhancement of transportation projects which can be used to acquire and protect open space lands adjacent to, or near, newly constructed projects.

Federal Transportation Enhancement Activity (TEA) funds will be requested to enhance the I-80 Reliever Route project, and acquire and protect open space land along the route. State Environmental Enhancement and Mitigation Program (EEMP) funding should also be sought for the project.

TEA funds and state EEMP are intended to enhance, not mitigate transportation projects. Any project using federal or state funds must mitigate the direct impacts of the project itself. TEA funds are intended to provide enhancements that are over and above the mitigation of project impacts. Preserving a rural type of setting along the route would be a very positive enhancement to this transportation project.

Assuming that a reauthorization of ISTEA contains basically the same programs as the original act, there is a strong possibility that substantial funding will be available to accomplish major environmental and land-use goals as part of the development of the I-80 Reliever Route. Pending ISTEA reauthorization, the next TEA funding cycle would be the summer of 1998. Based on past revenues, MTC estimates that \$10 to \$15 million in TEA funds would be available to the region at that time.

Through the state EEMP funding, \$10 million annually is available statewide. This funding source will be sought for land acquisition and landscaping for the I-80 Reliever Route project consistent with the route identity concept. In the past, it had a maximum project award of \$350,000. These funds are programmed by the State Resource Agency, and the CTC, on the annual state budget cycle. Applications are solicited in September, with a submittal deadline in November.

4.5 Phase II I-80 Reliever Route Improvements

As discussed in the introduction to this analysis most of this study focused on the section of the I-80 Reliever Route between the Highway 12/Walters Road intersection and Interstate 80 in Vacaville. This section was emphasized because it is currently congested and will become more congested in the future. The remaining section along Highway 12 is less critical in the near term, since it has recently been upgraded, and currently has sufficient capacity. However, when Highway 12 becomes congested, Cordelia Road could provide an alternate route. Almost all of Cordelia Road is currently a 2 lane facility. A preliminary estimate of the cost of upgrading this facility to 4 lanes is \$20.6 million.

In addition to widening Cordelia Road, the other improvements in this segment may include upgrading the connections to Interstate 80 and Interstate 680. The alternatives include the interchanges at Suisun Valley Road, Green Valley Road, Red Top Road, and Gold Hill Road, as well as the roadways connecting these intersections to Cordelia Road. Improving one of these interchanges to serve as the terminating point for Phase II of the I-80 Reliever Route would cost approximately \$12 million.

May 14, 1997
Agenda Item 8.2



DATE: May 7, 1997
TO: STA Board
FROM: Matt Todd
RE: 1997-98 Unmet Needs Response

The Transportation Development Act (TDA) requires that the first use of TDA funds is for transit. Each year MTC must determine that there are no unmet transit needs that are reasonable to meet in a jurisdiction before any TDA funds can be used for streets and roads in that jurisdiction. The STA updates the Countywide Transportation Plan (by resolution) to address the needs identified in the process.

On September 11, 1996, MTC held an Unmet Transit Needs Hearing in Fairfield at the Board of Supervisor chambers. Public testimony was taken and a summary of the issues raised were provided to each of the Solano transit operators.

Working through the Transit Technical Advisory Committee (TTAC), preliminary responses were provided to MTC for their Grant Review and Allocation Committee (GRAC) meeting held on January 10, 1997. On April 18, 1997, the Solano Paratransit Coordinating Council (PCC) accepted all of the MTC staff responses to the GRAC subject to the following clarifications or suggested wording changes (shown in strikeout or redline) which are recommended to the STA Board and eventually the MTC commission.

Recommendation

Staff recommends that the STA Board approve the attached resolution responding to the unmet needs for 1997-98.

RESOLUTION NO. 97-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING RESPONSES TO MTC'S 1997-98 UNMET NEEDS COMMENTS**

WHEREAS, ON September 11, 1996 the Metropolitan Transportation Commission held an "Unmet Needs" hearing to obtain public comments on the TDA "unmet needs" for FY 1997-98; and

WHEREAS, on January 10, 1997 MTC's Grant Review and Allocations Committee approved the attached summary of issues and responses from Transit Technical Advisory Committee (TTAC) responding to issues made at the unmet needs hearing; and

WHEREAS, on April 18, 1997 the comments were reviewed approved by the Solano Paratransit Coordinating Council (PCC) with input from the various transit operators; and

WHEREAS, the Solano Transportation Authority has reviewed the responses, including the additional amended responses, and determined that they adequately respond to the comments in accordance with the Transportation Development Act;

NOW, THEREFORE BE IT RESOLVED, that the Solano Transportation Authority hereby accepts the Solano County portion of attached responses to comments for MTC's 1997-98 Unmet Needs findings (Exhibit A) and the amended additional amendments that were recommended by the PCC and TTAC (Exhibit B) including the attachments of transit information materials in other languages (Exhibit C), and incorporates the responses into the Five-Year Countywide Transportation Plan.

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 14th day of May, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

Exhibit A

**ATTACHED MEMORANDUM DATED JANUARY 10, 1997 FROM MTC'S GRAC
INCORPORATING SOLANO TRANSIT OPERATORS RESPONSES TO 1997-98 UNMET
NEEDS ISSUES**

SOLANO COUNTY

Issues to be addressed in the FY 1997-98 Countywide Transportation Plan:

1. Fairfield-Suisun Transit: The Fairfield-Suisun Transit system needs to be expanded including: 1) regular fixed route bus service to the Solano Business Park area, the County Health and Social Services facility and the County Probation Department office and Walmart; 2) increased services to high schools in Fairfield and within Suisun City and between Suisun City and Fairfield; 3) longer hours and more frequent service on both weekdays and weekends and better connections between buses. The City and County of Solano have reinstated the health shuttle to operate on a full day schedule and have committed to providing this service until September 1997, at which time the City will institute regular, fixed route service to this location and to other locations within the Solano Business Park area. In addition, the above issues are scheduled to be reviewed and evaluated as part of the City's Short Range Transit Plan (SRTP) which will be completed by September, 1997. MTC staff will base our unmet transit needs findings for FY 1997-98 on the City's SRTP.
2. Fairfield-Suisun Transit: Bus schedules need to be produced in Spanish. The City of Fairfield is currently the only transit operator in Solano County which does not produce its transit information in Spanish. The lack of Spanish language brochures may be a barrier to individuals using the City's transit system. The City should produce all transit information in Spanish.
3. Fairfield-Suisun Transit: The ADA eligibility criteria for Fairfield's paratransit service (DART) should be standardized. The City should assess whether its contractor is following the regional ADA application and eligibility process and report on this assessment as part of the Five-Year Countywide Plan due to MTC on April 1, 1997.
4. City of Vacaville: Better lighting is needed at the bus transfer location near the Bank of America building in downtown Vacaville. The City is assessing the availability of transit capital funds to provide additional lighting at this location. The City should provide this assessment as part of the Five-Year Countywide Plan due in April, 1997.
5. Countywide (all jurisdictions): Better coordination of transit services between cities is needed. A countywide bus pass is needed. A countywide information and referral number is needed. Better, more comprehensive bus information is needed. The Solano Transportation Authority is currently conducting an Intercity Transit Plan which will, in part, evaluate the opportunities for better coordination among intercity services as well as the best way to provide information on transit services available in the county. The Plan is expected to be completed by June, 1997. The issues of transit coordination and improved customer information are also included as projects in MTC's draft SB 1474 Implementation Plan. MTC staff will base our unmet transit

needs findings for FY 1997-98 on the recommendations and actions developed through this planning process.

6. Countywide (all jurisdictions): The County's transit operators need to better address the needs of the County's minority, transit dependent and disabled population and better market services to them. The coordination and customer information improvements to be evaluated in the above-mentioned Intercity Transit Plan should address many of the needs of the County's minority, transit dependent and disabled populations. However, the Solano Transportation Authority should report on specific efforts to improve services and customer information to these populations as part of the Five-Year Countywide Plan. In addition, the Authority should note efforts to produce any information materials in other languages (notably Spanish) as well as in accessible formats.
7. Countywide (cities of Dixon, Fairfield, Vacaville, Suisun City, Rio Vista and the County of Solano): Out-of-county paratransit service is needed, especially to Yolo and Contra Costa counties. ADA paratransit service is provided by Vallejo-Benicia Run About for individuals in the cities of Vallejo and Benicia; riders from other locations within Solano County can transfer to Run About for service into Contra Costa County. In addition, the Solano Transportation Authority staff (which operates the Solano Paratransit service) and the City of Dixon are exploring options for providing Dixon residents with paratransit service into Yolo County. The Authority should report on the resolution of the issue of service into Yolo County as part of the Five-Year Countywide Plan.

Issues which have been addressed and/or resolved for FY 1997-98:

1. Fairfield-Suisun Transit: The City of Fairfield needs a process for incorporating public concerns and input into its transit planning process. The City of Fairfield has identified a number of forums through which citizens may provide input.
2. Fairfield-Suisun Transit: Bus schedules need to be posted at bus stops. Seats and shelters are needed at all bus stops. The City of Fairfield posts bus schedules at major transfer locations. The City has a program for replacing and increasing bus stop shelters. Priority for bus shelters is given to major transfer locations, stops with high ridership and/or stop used by clients of various social service programs.
3. Fairfield-Suisun Transit: The bus schedules are printed too small and are difficult to understand. The City of Fairfield staff believes that, given the amount and complexity of information provided on its bus schedules and other constraints (size and cost), they have produced brochures which are readable for the average rider.
4. Fairfield-Suisun Transit: Bus drivers do not give proper notice before they stop or pull out into traffic. Drivers sometimes give the wrong fares when a person has a transfer. The City of Fairfield has an extensive training program for its drivers which emphasize safety and courtesy. Complaints by riders are taken seriously and

investigated. Drivers are discouraged from engaging in disputes over fares with passengers, rather, they are instructed to report any fare dispute to the operations manager.

5. City of Vacaville: More frequent bus service is needed. Longer hours are needed on both weekdays and weekends. Fixed route buses are often off schedule. Bus service is needed on Peabody Road; a direct bus is needed to Solano College. Seating is a problem when school children are using the bus for field trips. Special Services (paratransit) buses need to be on time. The above issues have all recently been addressed through the City's Short Range Transit Plan, which is prepared annually. On-time performance standards have been established and are updated annually. The next SRTP will be completed by September, 1997.
6. City of Vacaville: Bus drivers are rude and sometimes pull away from the curb before the person has exited. The City of Vacaville has an extensive training program for its drivers which emphasize safety and courtesy. Complaints by riders are taken seriously and investigated and, if necessary, corrective action is taken. When complaints regarding specific drivers are received, those drivers are individually evaluated and retrained as necessary.
7. City of Vallejo: Bus service is needed on Sundays and holidays; more frequent and later bus service is needed. BARTLink service is needed on weekends. More comprehensive bus service is needed in the Glen Cove area. More buses are needed on the Beverly Hills route during school hours. A direct route is needed to the Food Stamp Outlet in North Vallejo. Buses, including BARTLink, are often late and cause missed connections. There should be a 6:45 a.m. (or so) BARTLink bus out of Fairfield and a direct BARTLink bus from Fairfield with no stops in Vallejo. The above issues are currently being evaluated as part of the restructuring of feeder bus service to the ferry and to BART. The City's Short Range Transit Plan, which is updated annually, will be completed by Spring, 1997.
8. City of Vallejo: Bus schedules are often not posted or are out of date. The City of Vallejo maintains an extensive network of kiosks and schedule racks for disseminating current bus schedules. Bus schedules are also available on board each Vallejo Transit bus. The City has had a problem with vandalism and graffiti at its "info posts" at bus stop locations and schedules are often removed by vandals. Vallejo Transit continues to work diligently to ensure that the "info posts" are stocked with current bus schedules.
9. City of Vallejo: Drivers sometimes pull away from the stop before passengers are seated; drivers stop too suddenly. Bus drivers need to enforce safety rules. Because many of the Vallejo Transit routes are "standing room only," drivers are not required to stay stationary until all passengers are seated, however, they are required to use their best judgment that all passengers are stable and holding onto a safety bar before proceeding. Complaints received about individual drivers are immediately

investigated and, if necessary, corrective action is taken. Passenger safety is the subject of regular driver training sessions.

10. City of Vallejo: The elderly has had their transportation severely reduced by the restrictions placed on the taxi subsidy program. The City of Vallejo budgets \$350,000 annually for its taxi subsidy program. In FY 1995-96, the City went significantly overbudget. In order to prevent this from happening again in FY 1996-97, the City placed a limit on the total number of \$10 scrip books sold per month at 3,000. Once sales in any particular month reach 3,000, sales are cut off until the first day of the next month. To date, the City of Vallejo has not had to take this measure as sales have been under 3,000 per month. In addition, in order to ensure that every eligible scrip user is able to purchase scrip each month, the maximum number of books that could be purchase per visit was limited to 5; that limit was later raised to a maximum of 10. Again, sales have remained below 3,000 books per month. Only a few heavy scrip users are being inconvenienced by these changes which were instituted to benefit all scrip users and to keep the program within a reasonable budget.
11. County of Solano: The County needs to operate bus service to the Dixon Migrant Camp for a longer evaluation period. In September and October, 1996, the County of Solano funded a shuttle service to and from the Dixon Migrant Camp to the City of Dixon one day per week for four weeks. In spite of intensive marketing in both English and Spanish, and coordination with the camp director and Dixon Family Services, no one used the shuttle service. The County will again offer the service beginning in the Spring (the camp is open only from May through October) with extensive marketing efforts, and will evaluate its continuation at the conclusion of the demonstration. MTC staff will assess the need for continuation of this service in conjunction with the County of Solano in June or July, 1997 as part of our unmet transit needs findings for FY 1997-98.
12. Countywide (City of Fairfield, City of Vacaville, Solano Transportation Authority): Bus schedules need to be posted for Route 20 (CityLink). Current bus schedules are available on board each CityLink bus.
13. Countywide (all operators): Discount ID cards should be available in each city, not just in Vallejo. The City of Vallejo has assumed the responsibility of issuing regional discount identification cards for all operators in Solano County. All transit operators in the County accept any number of forms of identification for the rider to receive a discount based on disability (including Medi-Cal card, DMV placard or card, local ADA cards and discount cards from other operators). The number of eligible county residents who desire a regional discount identification card does not justify the expense of setting up systems in each of the cities in Solano County.

Exhibit B

SOLANO TRANSPORTATION AUTHORITY'S AMENDED RESPONSES TO MTC'S 1997-98 UNMET NEEDS RESPONSES

2. Fairfield-Suisun Transit: Bus schedules need to be produced in Spanish.

The City of Fairfield is currently the only transit operator in Solano County which does not produce its transit information in Spanish. The lack of Spanish language brochures may be a barrier to individuals using the City's transit system. The City should produce all transit information in Spanish. The city of Fairfield currently has the Courage Drive Health Shuttle brochure/schedule translated to Spanish. The Solano Paratransit brochure, which the city operates for the STA, has also been translated to Spanish. With the completion of their route restructuring, they will be emphasizing Spanish in the new schedules. The automatic voice announcement system being installed on the new buses purchased by the city will also be equipped with announcements in Spanish.

3. Fairfield-Suisun Transit: The ADA eligibility criteria for Fairfield's paratransit service (DART) should be standardized.

The City should assess whether its contractor is following the regional ADA application and eligibility process and report on this assessment as part of the Five-Year Countywide Plan due to MTC on April 1, 1997. The City of Fairfield uses the region wide ADA Eligibility form and follows all the regulations concerning the ADA as stated in the federal regulations. The City performs this function of their paratransit service rather than their contractor.

4. City of Vacaville: Better lighting is needed at the bus transfer location near the Bank of America building in downtown Vacaville.

The City is assessing the availability of transit capital funds to provide additional lighting at this location. The City should provide this assessment as part of the Five Year County wide Plan due in April, 1997. The City has worked with the public works department and the property owner at this location which now has a sufficient level of lighting at the transfer location.

6. Countywide (all jurisdictions): The County's transit operators need to better address the needs of the County's minority, transit dependent and disabled population and better market services to them.

The coordination and customer information improvements to be evaluated in the above-mentioned Intercity Transit Plan should address many of the needs of the County's minority, transit dependent and disabled populations. However, the Solano Transportation Authority should report on specific efforts to improve services and customer information to these populations as part of the Five-Year Countywide Plan. In addition, the Authority should note efforts to produce any information materials in other languages (notably Spanish) as well as

in accessible formats. In FY 1994-95, an assessment of the size and location of transit dependent individuals was completed using the latest census data. The transit operators and the PCC confirm that the assessment is still accurate. It will be reassessed when new census data is available from the 2000 U.S. Census. Also, many of the transit systems currently have schedules and brochures translated to Spanish. The city of Dixon provides the Redit-Ride brochures in Spanish, the city of Fairfield has the Courage Drive Health Shuttle schedule/brochure in Spanish, Solano Commuter Information has a Rideshare Brochure in Spanish, Solano County has the Dixon Migrant Camp service fliers in Spanish, the STA has the Solano Paratransit brochure in Spanish, the city of Vacaville has local route brochures in Spanish, and the city of Vallejo has information produced in Spanish. The above mentioned material is included as an attachment.

7. Countywide (cities of Dixon, Fairfield, Vacaville, Suisun City, Rio Vista and the County of Solano): Out-of-county paratransit service is needed, especially to Yolo and Contra Costa counties.

ADA paratransit service is provided by Vallejo-Benicia Run About for individuals in the cities of Vallejo and Benicia; riders from other locations within Solano County can transfer to Run About for service into Contra Costa County. In addition, the Solano Transportation Authority staff (which operates the Solano Paratransit service) and the City of Dixon are exploring options for providing Dixon residents with paratransit service into Yolo County. The Authority should report on the resolution of the issue of service into Yolo County as part of the Five-Year Countywide Plan. The STA and the city of Dixon have initiated a program that will bring Solano residents eligible for Solano Paratransit, as well as some elderly and disabled non-ADA Dixon residents into the Davis in Yolo County every Thursday morning.

Exhibit C

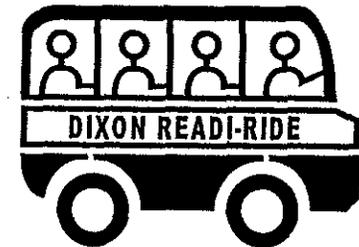
SOLANO COUNTY INFORMATION MATERIALS IN OTHER LANGUAGES

City of Dixon	Dixon Redit Ride information in Spanish
City of Fairfield	Courage Drive Health Shuttle Flier in Spanish
Solano Commuter Information	Rideshare and Vanpool information in Spanish
Solano County	Dixon Migrant Camp Service information in Spanish
STA	Solano Paratransit information in Spanish
City of Vacaville	City Coach information in Spanish
City of Vallejo	Vallejo Transit information in Spanish



Ciudad de Dixon

**Servicio De Tránsito
Readi-Ride
Guía Para El Pasajero**



**Llame al 678-5020
Para Reservar Su Viaje**

Ciudad de Dixon
600 East A Street
Dixon, CA 95620

Ciudad de Dixon Readi-Ride

¿QUÉ ES EL SERVICIO DE TRÁNSITO DE READI-RIDE?

El Readi-Ride ofrece un servicio tránsito para el público, de puerta a puerta, dentro de los límites de la Ciudad de Dixon.

El servicio de tránsito opera entre las 7:00 a.m. y las 6:00 p.m., lunes a viernes, con excepción de los días festivos.

¿QUIÉN PUDE UTILIZAR EL READI-RIDE?

Cualquier persona puede utilizar el servicio de tránsito del Dixon Readi-Ride. Niños/as menores de 5 años tienen que ser acompañados por un adulto que pague la tarifa.

¿CÓMO PUEDO UTILIZAR EL SERVICIO?

Llame al 678-5020 para reservar su asiento en el autobús. Se pide que los viajes se soliciten un día antes. Pasajeros en sillas de ruedas tienen que solicitar su viaje con un día de anticipación.

Viajes para el mismo día se darán basados en la disponibilidad del autobús. Habrá ocasiones que los viajes pedidos a último minuto, no serán posibles a la hora deseada.

¿A DONDE PUEDO LLAMAR PARA MÁS INFORMACIÓN SOBRE EL READI-RIDE?

Llame al 678-5020, lunes a viernes de 9:00 a.m. a las 5:00 p.m. para más información. Llamadas hechas a otras horas, serán grabadas y la despachadora le llamará el día siguiente, después de las 9:00 a.m., para confirmar su viaje.

¿CUÁNTO CUESTA UTILIZAR EL DIXON READI-RIDE?

La tarifa para viajar de ida solamente es:

Adultos	\$1.25
Personas Mayores	75¢
Personas Incapacitadas	75¢
Niños/as (5 - 17 años)	1.00
Niños/as (menores de 4 años)	50¢

Favor de tener el cambio exacto, o billetes de \$1.00.

Libros de 20 cupones son disponibles para varios tipos de viajes. Para más información, dirija sus preguntas al conductor.

DIXON READI-RIDE ES UN SERVICIO PÚBLICO DE TRÁNSITO. EL AUTOBÚS PUEDE PARAR, RECOJER O DEJAR A OTROS PASAJEROS DURANTE SU VIAJE.

PUEDE SER QUE EL READI-RIDE LLEGUE QUINCE MINUTOS ANTES O QUINCE MINUTOS DESPUÉS DE LA HORA QUE SE LE HA INDICADO.

PASAJES PARA LAS RUTAS FIJAS DE LOS SISTEMAS DE TRANSPORTE PÚBLICO EN EL CONDADO DE SOLANO
 (Benicia Transit, Fairfield/Suisun Transit, Vacaville City Coach, Vallejo Transit)

Pasajes para adultos									Personas mayores e incapacitadas									
Pleasant Hill BART	El Carrizo BART	U.C. Davis	Benicia	Dixon	Vallejo	Vacaville	Solano College/Cordelia	Fairfield	Destino	Fairfield	Solano College/Cordelia	Vacaville	Vallejo	Dixon	Benicia	U.C. Davis	El Carrizo BART	Pleasant Hill BART
3.00	2.00	1.75		1.50	2.50	1.25	1.00	0.75	Fairfield	0.35	0.50	0.75	1.00	0.50		0.85	1.50	3.00
	2.00				2.00	1.50		1.00	Solano College/Cordelia	0.50		0.75	1.00					1.50
4.50		3.50		1.25		0.75	1.40	1.25	Vacaville	0.60	0.75	0.95		0.60		0.75		3.50
1.50	2.00		1.00		1.30		2.00	2.00	Vallejo	1.00	1.00		0.50		0.50		1.00	0.75
		1.25		1.00		1.25		1.50	Dixon	0.75		0.60		0.60		0.60		
1.00			0.75		1.00				Benicia					0.50				0.50
				1.25		1.50		1.75	U.C. Davis	0.35		0.75		0.60				
					2.00		3.00	2.00	El Carrizo BART	1.50	1.50		1.00					
			1.00		1.50	2.50		3.00	Pleasant Hill BART	3.00		3.50	0.75		0.50			

Pasajes para niños y adolescentes: El precio de estos pasajes (pasajeros de 6 a 18 años de edad) y aquéllos para adultos para todos los viajes entre Fairfield y U.C. Davis es el mismo, el de los pasajes para niños y adolescentes (6 - 18 años) y aquéllos para las personas de edad o incapacitadas y los adultos para todos los viajes en el Solano BART Express es el mismo y el de los pasajes para niños y adolescentes (6-17 años de edad) en Vallejo Transit y Benicia Transit (de 5 a 17 años de edad) es de \$0.25 menos que los pasajes para adultos (los precios de todos los pasajes pueden cambiar sin previo aviso).

REGLAMENTOS PARA LAS TRANSFERENCIAS

Después de depositar el precio del pasaje (en efectivo o por medio de un boleto o pase), todo pasajero puede pedirle un boleto de transferencia al conductor. Cada ruta utiliza boletos de transferencia de distintos colores para identificar la ruta en la que se los emitiera. Los boletos de transferencia tienen una hora de vigencia y pueden utilizarse para transferir a cualquier ruta excepto la misma en la que tuvieron origen. Los pasajeros deben entregarle el boleto de transferencia al conductor al subir al autobús, con la excepción de los de la Ruta 4, que pueden retenerse. Por motivo de la distancia adicional, los pasajeros que transferían de una ruta local del Flyer a las Rutas 85 y 90 de Vallejo Transit o al CITYLINK deben pagar una tarifa adicional de transferencia de no haber pagado un pasaje de Zona 2 o de no haber depositado el boleto apropiado de Solano Ride al iniciar su viaje. Estos mismos reglamentos para las transferencias también se aplican a las personas que utilicen la Ruta 2 y la Ruta 7 entre la base aérea de Travis (AFB) y/o Cordelia, respectivamente.

Los boletos de transferencia de CITYLINK permiten el acceso gratis al Fairfield Flyer y al Vacaville CITY COACH.

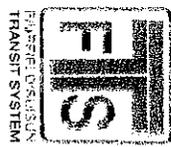
Los pases mensuales del Flyer y los pases para agijerear del CITY COACH pueden utilizarse en el CITYLINK pagando una tarifa adicional de transferencia.

EL SHUTTLE HACE CONECCION CON CITYLINK, SOLANO BART EXPRESS Y LAS RUTAS 85 Y 90 DE VALLEJO TRANSIT EN EL SOLANO MALL.

CITYLINK hace el enlace entre Fairfield y Vacaville, Dixon y U.C. Davis, y el Solano BART Express opera entre Vacaville y la estación de BART de Pleasant Hill pasando por Fairfield. LAS RUTAS 85 Y 90 operan entre Fairfield y la estación del BART de El Carrizo pasando por Solano College y Vallejo. La información sobre las RUTAS 85 Y 90 se encuentra disponible llamando a Vallejo Transit al 1-800-640-BUSS.

Shuttle del Centro de Salud y Servicios Humanos

del Condado



Punto de transferencia:
Solano Mall
(Gateway Boulevard)

Oficinas de Salud y Servicios
(Enterprise Drive)
Beck Avenue
(cerca de Target)

Centro de Salud y Servicios
Humanos
del Condado de Solano
Solano County Health & Human
Services Center

Entrada en vigencia: 10 de febrero de 1997



BIENVENIDOS AL SISTEMA DE TRANSPORTE PUBLICO DE FAIRFIELD/SUISUN. EL FLYER, QUE INCLUYE EL "SHUTTLE" DEL CENTRO DE SERVICIOS HUMANOS, VIENE PROPORCIONADO POR LAS CIUDADES DE FAIRFIELD Y SUISUN Y POR EL CONDADO DE SOLANO COMO SERVICIO AL USUARIO.

INFORMACIONES SOBRE LAS RUTAS: 422-BUSS

Solano County Human Services Center Shuttle

Salida del Solano Mall	Oficinas de Salud del Condado (Enterprise Dr.)	Beck y Woolner (cerca de Target)	Llegada/Salida del Centro de Salud y Servicios Humanos	Beck y Woolner (cerca de Target)	Oficinas del Condado (Enterprise Dr.)	Solano Mall
7:30 am	7:37 am	7:39 am	7:42/7:45 am	7:47 am	7:49 am	7:57 am
8:00	8:07	8:09	8:12/8:15	8:17	8:19	8:27
8:30	8:37	8:39	8:42/8:45	8:47	8:49	8:57
9:00	9:07	9:09	9:12/9:15	9:17	9:19	9:27
9:30	9:37	9:39	9:42/9:45	9:47	9:49	9:57
10:00	10:07	10:09	10:12/10:15	10:17	10:19	10:27
10:30	10:37	10:39	10:42/10:45	10:47	10:49	10:57
11:00	11:07	11:09	11:12/11:15	11:17	11:19	11:27
11:30	11:37	11:39	11:42/11:45	11:47	11:49	11:57
12:00 noon	12:07 pm	12:09 pm	12:12/12:15 pm	12:17 pm	12:19 pm	12:27 pm
12:30	12:37	12:39	12:42/12:45	12:47	12:49	12:57
1:00	1:07	1:09	1:12/1:15	1:17	1:19	1:27
1:30	1:37	1:39	1:42/1:45	1:47	1:49	1:57
2:00	2:07	2:09	2:12/2:15	2:17	2:19	2:27
2:30	2:37	2:39	2:42/2:45	2:47	2:49	2:57
3:00	3:07	3:09	3:12/3:15	3:17	3:19	3:27
3:30	3:37	3:39	3:42/3:45	3:47	3:49	3:57
4:00	4:07	4:09	4:12/4:15	4:17	4:19	4:27
4:30	4:37	4:39	4:42/4:45	4:47	4:49	4:57
5:00	5:07	5:09	5:12/5:15	5:17	5:19	5:27G

am = Horarios de mañana

pm = Horarios de la tarde

G = fin de servicio

¿QUE ES EL "SHUTTLE"?

El Shuttle (autobús de enlace) del Centro de Servicios Humanos tiene por propósito servir como transporte público entre el punto de transferencia principal del sistema de transportes de Fairfield/Suisun ubicado cerca del Solano Mall en Gateway Blvd. y las oficinas de Salud y la Clínica del Condado trasladadas al Centro de Servicios Humanos en 2101 Courage Drive en el Parque Comercial de Solano.

El Shuttle también tiene servicio a las Oficinas de Salud del Condado en Enterprise Drive y para en Beck Avenue, cerca del Target. El Shuttle es un proyecto cooperativo conjuntamente financiado por Fairfield/Suisun Transit y el Condado de Solano.

¿CUANDO OPERA EL "SHUTTLE"?

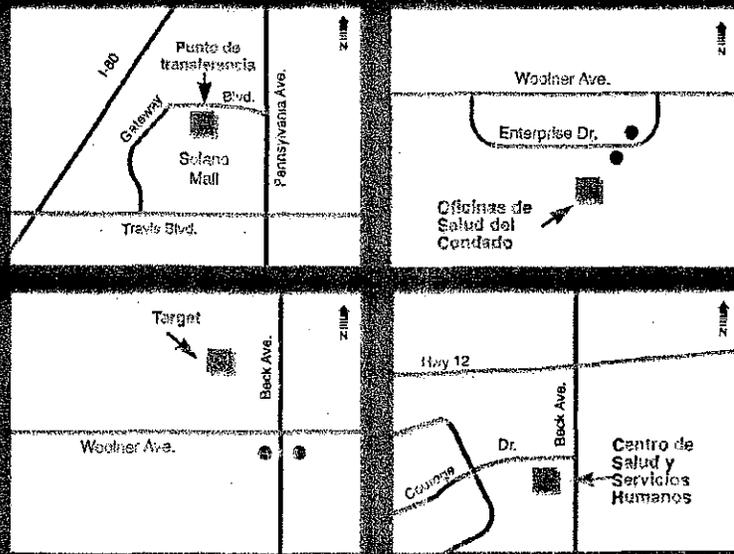
El Shuttle opera de las 7:30 de la mañana a las 5:30 de la tarde de lunes a viernes solamente. No hay servicio los sábados o domingos ni en los siguientes días feriados: Año Nuevo, Memorial Day, Día de la Independencia (4 de julio), Labor Day, Día de Acción de Gracias y Navidad.

Servicio Local	Boleto Individual	Mensuales Pases
Adultos (19-70)	\$0.75	\$26.00
Juveniles (6-18)	\$0.75	\$22.00
Personas de edad o incapacitadas*	\$0.35	\$11.00
Inter-city Service		
Dixon/Davis	\$1.25	\$32.00
Vacaville/Dixon	\$1.25	\$32.00
Fairfield/Vacaville	\$1.25	\$32.00
Fairfield/Dixon	\$2.00	\$49.00
Vacaville/Davis	\$2.00	\$49.00
Fairfield/Davis	\$2.25	\$50.00
Fairfield/BART	\$1.00	\$49.00
Vacaville/BART	\$1.50	\$49.00

Doce niños menores de 6 años pueden viajar gratis con cada pasajero con boleto.

* Personas de por lo menos 60 años de edad, o titulares de tarjetas DART, Tan, Medicare o Descuento en las Conexiones de Transporte Regional (el precio de los pasajes puede cambiar sin previo aviso).

SHUTTLE BUS STOPS



PRECIO DE LOS PASAJES, PASES MENSUALES Y BOLETOS

Precio de los pasajes: El precio de los pasajes varía según la edad del pasajero, su destino y si está incapacitado/a para el desplazamiento. Los pasajes normales para los adultos cuestan \$0.75, para los niños y adolescentes \$0.75 y para las personas mayores o incapacitadas \$0.35. Consulte el cuadro de pasajes al dorso de este folleto en cuanto a lo que concierne a los viajes entre la Zona 1 (la mayor parte de Fairfield, Suisun City y dentro de Cordelia) y la Zona 2 (todas las localidades fuera de la Zona 1).

FASE PARA SOLANO TRANSIT

Según el precio de compra del pase (entre \$13.50 y \$ 59.00), el Pase de Solano Transit puede utilizarse para una cantidad ilimitada de viajes usando el programa de ruta fija (del Flyer, CITYLINK, Solano BART Express) en cualquier mes de calendario. El Pase de Solano Transit reduce el costo de utilización del sistema en hasta un 40%, elimina la necesidad de tener efectivo o boletos disponibles y pone a su disposición una manera de pago conveniente.

BOLETOS SOLANO RIDE

Están disponibles para todos los pasajes de \$1.00 en el Flyer (que incluyen la base aérea de Travis, Cordelia y el Solano College). Los boletos Solano Ride se venden en talonarios de diez unidades que cuestan \$ 8.00. Al usarlos, cada viaje le costará sólo \$0.80 en vez de \$1.00. Los Pases y Boletos pueden comprarse en el Solano Mall en el quiosco de la lotería o bien en el City Hall en el Mall, en las Municipalidades de Fairfield, Suisun City, Vacaville y Dixon y en U.C. Davis (Oficina de TAPS).

Menos ansiedad

Los nervios aumentan cuando hay tráfico y a veces llega uno al trabajo o a la casa de mal humor.

Si comparte su viaje, las ventajas se notarán en su trabajo. Evitará la tensión que causa el tráfico de la mañana y podrá desempeñar mejor sus actividades.

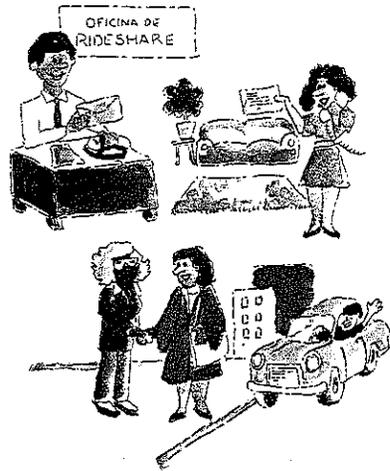
Y por las tardes, usted podrá llegar con su familia más contento y más relajado, porque no tendrá que pelear con el tráfico diariamente.



Aire más limpio para respirar

Los automóviles contribuyen a los problemas de la calidad del aire de California. En un año solamente, el 10% de las personas que compartieron su viaje eliminaron 7 millones de libras de elementos contaminantes del aire que respiramos.

Si no hubieran compartido su viaje, ahora estaríamos respirando un aire aún más contaminado. ¡Vale la pena compartir el viaje!



¡Es fácil compartir el viaje!

Llame hoy mismo a la oficina de ridesharing más cercana a usted y pida más informes. Le enviarán por correo un folleto y una lista gratis de personas que también están interesadas y que viajan en la misma dirección que usted y con horarios similares.

En cuanto reciba la lista podrá empezar a ponerse de acuerdo con estas personas e iniciar su propio grupo de ridesharing.

California Rideshare ¡Comparta su viaje!

Directorio de Oficinas de Rideshare

San Francisco Bay Area/South Bay:
Rides for Bay Area Commuters
(800) 755-POOL

Fresno:
Fresno Rideshare
(559) 441-7433

Redding:
Redding Ridesharing
(916) 246-7665

Sacramento:
Caltrans Sacramento Rideshare
(916) 445-7665

Santa Barbara:
Santa Barbara County Ridesharing
(805) 963-7283

San Benito:
San Benito Ridesharing
(408) 636-1414

San Diego:
Commuter Computer
(619) 237-7665

San Joaquin/Stanislaus:
San Joaquin/Stanislaus Ridesharing
(800) 527-4273

Sarn/Bakersfield:
Kern Rideshare
(805) 832-7433

Los Angeles:
Commuter Transportation Services (CTS)
(213) 380-RIDE

Merced:
Merced Ridesharing
(209) 722-2277

Monterey:
Monterey Ridesharing
(408) 422-7665

North Coast:
North Coast Ridesharing
(707) 455-6666

Orange County:
Orange County Transit District's Commuter Network
(714) 636-7433

San Luis Obispo:
San Luis Obispo Regional Ridesharing
(805) 541-2277

Santa Cruz:
Santa Cruz Share-A-Ride
(408) 429-7665

Solano:
Solano Rideshare
(707) 447-7665/(800) 585-9883

Ventura/Oxnard:
Ventura/Oxnard Rideshare
(805) 656-7433

Riverside/San Bernardino:
Riverside-San Bernardino Rideshare
(714) 684-7433

¡COMPARTA SU VIAJE! Es más económico, saludable y divertido



Comparta
su viaje en
California

¿Quiere saber
cómo?

¡Véalo en
este folleto!



RIDESHARE

¿PREFIERE VIAJAR SOLO . . . O COMPARTIR SU VIAJE?

Si usted viaja solo. . .



Puede pasar más tiempo en el tráfico



Le sale más caro



Es aburrido



Causa más contaminación del aire



Si comparte su viaje. . .

Comparte los gastos de gasolina y otros gastos del automóvil

Evita tráfico al usar los carriles indicados para "carpool", o sea para más de una persona por automóvil

Pasa un rato ameno con otras personas

No causa tanta contaminación del aire



¿Quiere saber cómo compartir su viaje?
¡Lea sobre el Programa Ridesharing!

¿QUE ES RIDESHARING?

Ridesharing significa compartir su viaje con otras personas que van en la misma dirección que usted y que tienen un horario similar al suyo.

Si usted tiene automóvil y desea compartir sus gastos de transporte y su viaje con otras personas. . . ridesharing es para usted!

Y si usted no tiene automóvil y desea compartir los gastos de transporte con alguna persona que tenga automóvil y que esté dispuesta a compartir su viaje con usted. . . ridesharing es para usted!

¿CUANTOS TIPOS DE RIDESHARING HAY?

Hay muchas maneras de compartir el viaje. La más común se llama "carpool", dos o más personas que viven y trabajan una cerca de la otra y viajan en un automóvil común de pasajeros. Puede funcionar diariamente o en días específicos. Puede conducir el automóvil la misma persona o pueden tomar turnos.

"Vanpool" consiste en que un grupo de 7 a 15 personas que viven y trabajan cerca y que tienen horarios de viaje similares comparten una camioneta o pequeño autobús, generalmente patrocinado por el patrón, una empresa privada o un individuo.

También existe el transporte público. Es muy práctico para aquellos que viven y trabajan cerca de una ruta de autobuses.

Y por último, si usted vive cerca de su trabajo, otras opciones de transporte son caminar, correr o andar en bicicleta.

¿CUALES SON SUS VENTAJAS?

¡Podrá ahorrar hasta \$2,000 al año en gasolina, seguro de auto y mantenimiento! ¿Se imagina todo lo que usted podría hacer con \$2,000 extra al año? Irse de vacaciones, cambiar su automóvil por otro mejor, comprar ropa, arreglar su casa, hacer una gran fiesta. . . tantas cosas! Y todo por compartir su viaje. . .

Compartir su viaje no sólo lo beneficia a usted, sino a su familia y a toda la comunidad. Tiene muchas ventajas:

Grandes ahorros

Cuando usted va al trabajo solo en su automóvil, le cuesta mucho dinero. Además del costo de gasolina, hay que contar el desgaste de las llantas y el mantenimiento general del automóvil, y el estacionamiento.



Menos tráfico

Cuando uno viaja solo en su automóvil, se ocupa más espacio en la calle, hay más automóviles en circulación y se forma más tráfico.

Si comparte su viaje, habrá menos automóviles en la calle, el tráfico será más ligero y algo muy importante: se reducirá la contaminación del aire!

TRANSPORTACIÓN A DIXON

Flier For
Dixon Migrant
Camp Service
by Solano County

**Miércoles: 18 y 25 de septiembre
2 y 9 de octubre**

Tome el camión enfrente de la Clínica del Campo a las 9:30 a.m. Los primeros en llegar serán garantizados el viaje. Habrá un límite de 18 pasajeros - no se permiten pasajeros de pie en el camión. El camión saldrá hacia Dixon a las 9:35 a.m.

La tarifa del pasaje será \$2.00 para adultos y jóvenes y \$1.00 para niños menores de 5 años por cada viaje, sea ida o vuelta.

El chofer del camión no traerá cambio. Pague con la cantidad adecuada.

El camión esperará 3 minutos en cada parada en el viaje de regreso.

HORARIO

Sitio

Dixon Family Practice

Dixon Medical Center

Safeway

Hometown y Longs Drugs

Dixon Family Services

En la mañana llegará

9:50 a.m.

9:54 a.m.

9:59 a.m.

10:05 a.m.

10:10 a.m.

Sitio

Dixon family Practice

Dixon Medical Center

Safeway

Hometown y Longs Drugs

Dixon Family Services

En la tarde saldrá

12:15 p.m.

12:21 p.m.

12:28 p.m.

12:36 p.m.

12:43 p.m.

Precio de los pasajes

Los pasajes deben pagarse al subir al autobús y varían entre \$1.00 y \$8.00. La forma de pago es por medio de efectivo o con boletos del Solano Paratransit solamente. No se acepta ninguna otra forma de pago.

Pasajes para todos los servicios de Paratransit en el condado de Solano

DART (Fairfield/Suisun City), Read-Rider (Dixon), Rio Vista Run About (Benicia/Vallejo), Special Services (Vacaville)

	Benicia	Dixon	Fairfield/ Suisun	Rio Vista	Solano College	Vacaville	Vallejo
Benicia	\$1.00	\$8.00	\$3.00	\$8.00	\$3.00	\$3.00	\$2.00
Dixon	\$8.00	\$1.00	\$3.00	\$3.00	\$3.00	\$2.00	\$8.00
Fairfield/Suisun	\$3.00	\$3.00	\$1.50	\$3.00	\$2.00	\$2.00	\$3.00
Rio Vista	\$8.00	\$3.00	\$3.00	\$1.00	\$3.00	\$3.00	\$8.00
Solano College	\$3.00	\$3.00	\$2.00	\$3.00	■	\$2.00	\$3.00
Vacaville	\$3.00	\$2.00	\$2.00	\$3.00	\$2.00	\$1.00	\$3.00
Vallejo	\$2.00	\$8.00	\$3.00	\$8.00	\$3.00	\$3.00	\$1.50

El precio de los pasajes para viajes fuera del condado varía en función de la distancia y promedia aproximadamente \$0.20 por milla. Los pedidos de viajes fuera del condado se evalúan de manera individual y pueden denegarse. Los precios de los pasajes pueden cambiar sin aviso previo.

Cómo comprar los libros de boletos del Solano Paratransit

Pueden comprarse los libros de boletos múltiples para el uso en el Solano Paratransit del conductor del autobús o en la Municipalidad (City Hall) de Fairfield a \$15.00. Los libros de boletos pueden comprarse con efectivo o cheque pagadero a "City of Fairfield" y son válidos hasta el momento del uso. No tienen fecha de vencimiento. También hay boletos para otros operadores de servicios de transporte paralelos en el condado de Solano. Para informaciones y disponibilidad, favor de llamar al número de teléfono apropiado indicado a seguido.

Cómo viajar dentro de los confines de cada ciudad en el condado de Solano

Como el Solano Paratransit sólo opera entre las distintas ciudades de Solano, las personas que pidan servicios paralelos de transporte dentro de una misma ciudad deben llamar a uno de los números de teléfono siguientes:

Benicia	(707) 745-3212	Rio Vista	(707) 374-5706
Dixon	(916) 678-5020	Vacaville	(707) 449-6000
Fairfield/Suisun	(707) 429-2400	Vallejo	(707) 649-1999

El Solano Paratransit es un servicio de la Solano Transportation Authority (STA)

El Solano Paratransit es un servicio de la Autoridad de Transportes Públicos de Solano (STA), la agencia del condado a cargo del planeamiento de los servicios de transporte. Como la STA no opera ningún servicio de transporte, ha contratado a Fairfield/Suisun Transit la administración y el manejo del programa utilizando minibuses equipados con ascensores para sillas de ruedas y accesibles a las personas incapacitadas.

Este folleto se encuentra disponible en otros formatos

Las informaciones en este folleto se encuentran disponibles en otros formatos (tipo de imprenta más grande, Braille o cinta magnetofónica) y pueden obtenerse llamando a la oficina administrativa del Solano Paratransit.

SOLANO

Paratransit

Oficina Administrativa
1000 Webster Street, Room 411
Fairfield, CA 94533

Tel. (707) 428-7590
FAX (707) 428-7607

Para programar viajes:
(707) 429-2400

SOLANO

Paratransit

Transporte
a domicilio
de una ciudad a otra
para las personas
incapacitadas

Proporcionado por la
Solano Transportation Authority
y operado por
Fairfield/Suisun Transit

Versión 1 julio de 1996

Solano Paratransit

Solano Paratransit es un servicio de transporte a domicilio y entre las distintas ciudades de todo el condado a la disposición de aquellos residentes de Dixon, Fairfield, Rio Vista, Suisun City, Vacaville y las zonas no incorporadas del condado que tengan impedimentos en cuanto a su uso del transporte público dentro de los lineamientos del Americans with Disabilities Act (ADA - Ley para las Personas Incapacitadas) de 1990. Toda persona que no pueda usar el servicio regular general público con rutas fijas tal como el Fairfield/Suisun Transit "Flyer" o el Vacaville City Coach resulta elegible para usar Solano Paratransit.

Los residentes de Benicia y Vallejo no son elegibles para el uso del Solano Paratransit pero pueden utilizar un servicio similar llamado Vallejo/Benicia Run About para sus necesidades de transporte. Favor de llamar al (707) 649-1999 para obtener más informaciones.

Cómo se determina la elegibilidad

La elegibilidad se determina por medio de un proceso de solicitud relativamente simple con preguntas que requieren una corta respuesta o bien que se marque un casillero. Las preguntas están formuladas para ayudarnos a entender la capacidad de los solicitantes de utilizar el servicio de transporte regular de ruta fija. Si se determina que una persona no puede utilizar el servicio de ruta fija, esa persona es elegible. En caso contrario no lo es.

Cómo obtener la solicitud

Los residentes de Dixon, Fairfield, Rio Vista, Suisun City y las zonas no incorporadas del condado pueden obtener solicitudes por correo llamando al (707) 428-7590 o pueden recoger un formulario en la Oficina Administrativa de Fairfield/Suisun Transit, Municipalidad de Fairfield (City Hall), 1000 Webster Street, Room 411, Fairfield, CA 94533. Los residentes de Vacaville deben ponerse en contacto con la Ciudad de Vacaville al (707) 449-5330 para obtener la solicitud.

Las solicitudes también están disponibles en varios locales de programas de servicios médicos y sociales en todo el condado.

Procesamiento de la solicitud

Las solicitudes se procesan de la manera siguiente:

1. Se las recibe en la oficina administrativa
2. Se las revisa para determinar si están completas y se determina la elegibilidad cada miércoles
3. La carta comunicando la elegibilidad o no elegibilidad se le envía al solicitante el lunes siguiente.

La elegibilidad al servicio entra en vigor cuando se envía la carta. Si la solicitud está incompleta trataremos de ponernos en contacto con el solicitante en cada uno de los tres días miércoles subsiguientes. Si después del tercer intento todavía no disponemos de una solicitud completa, se le devolverá al solicitante sin haber tomado decisión alguna.

Llame al (707) 429-2400

Una vez que se haya determinado que una persona es elegible para usar el Solano Paratransit, puede pedir un viaje hasta 14 días por adelantado (los pedidos para servicio el día siguiente deben efectuarse antes de las 5:00 de la tarde. Los pedidos para el día siguiente o el mismo día se cumplirán de haber lugar disponible). Llame al (707) 429-2400 para pedir un viaje y tenga las siguientes informaciones disponibles:

1. Nombre de la persona que requiera el servicio
2. Dónde se la debe ir a buscar
3. Dónde quiere ir
4. A qué hora necesita llegar a su destino
5. Si necesita viaje de vuelta, y cuándo
6. Si va a utilizar silla de ruedas
7. Si un asistente o acompañante va a viajar con la persona

Todos los viajes están programados a base de un intervalo de 15 minutos. Por ejemplo, una hora típica para recoger a una persona se expresaría como entre las 9:00 y las 9:15 de la mañana. Por lo tanto el pasajero debe estar listo para tomar el autobús a las 9:00 y esperarlo a más tardar a las 9:15. Como habrá otras personas en el horario para el período de las 9:15 a las 9:30 es importante que no ocurran retrasos. Si el pasajero no está listo dentro del intervalo de 15 minutos, el autobús partirá sin esa persona y volverá cuando pueda.

Cómo cancelar o cambiar un pedido de viaje

Si se necesita cancelar o cambiar un pedido de viaje, favor de llamar al programador cuanto antes.

Horario

Solano Paratransit funciona de las 7:00 de la mañana a las 7:00 de la noche de lunes a viernes y de las 8:00 de la mañana a las 5:00 de la tarde los sábados. No hay servicio los domingos ni en los siguientes días feriados: Año Nuevo, Memorial Day, Día de la Independencia, Labor Day, Día de Acción de Gracias y Navidad.

Asistentes y Acompañantes

Las personas elegibles pueden estar acompañadas de un asistente o un acompañante. Los asistentes son personas que deben acompañar al pasajero, mientras los acompañantes no son esenciales. Los asistentes no necesitan pagar boleto, mientras los acompañantes sí deben pagar y pueden viajar solamente si hay lugar.

Viajando fuera del condado

Aunque el propósito esencial del Solano Paratransit es de brindar servicios de transporte dentro del condado de Solano, las personas elegibles también pueden viajar a lugares en otros condados cercanos. Sin embargo, estos pedidos se evalúan a base individual y pueden llegar a no aprobarse.

Precios

Adulto	\$ 1.00
Joven	\$ 0.75
Ancianos y Personas Incapacitadas	\$ 0.50
Niños menores de 5 años, acompañados por un adulto	Gratis
Servicios Especiales	\$1.25

Los operadores no traen cambio. El pago exacto es requerido.

Passes Mensuales

Pases economicos sin fecha de espiracion pueden ser comprados en El City Hall de Vacaville, Senior Center, Community Center, Albertson's o por correo.

Adulto	\$29.00
Joven	\$18.00
Ancianos y Personas Incapacitadas	\$16.00

Transferencias

Los transbordos son gratis en La Calle Kendal y Ulatis Creek Community Center. Otros transbordos son 25 centavos. Transbordos no pueden ser usados para continuar en la misma ruta o volver a punto de origen. Transbordos son validos en la hora y fecha indicadas.

Servicio - Vacaville/ Travis AFB

Esta ruta provee servicio dentro Vacaville y Travis AFB. Para mas informacion use la ruta 7 o llame al 449-6000.

Servicios Especiales de City Coach

Servicio de puerta-a-puerta estan disponibles para personas incapacitadas o para personas de edad. Aplicaciones para servicios pueden ser obtenidas en el Senior Center o en las officinas de servicios publicos del City Hall. Reservaciones para estos servicios deben hacerse 24 horas de anticipo.

Acceso de Desabilidad

Todos los autobuses tienen equipo para sillas de ruedas. Las sillas deben tener frenos.

Quejas O Comentarios

Si tiene comentarios o complementos, o quejas llame al coordinador de transito al 449-5170 o llene un formulario localizado en todos los autobuses y depositelo en el correo o deselo al operador del autobus.

Dias Festivos

No hay servicio de autobus en los dias festivos:
Año Nuevo Dia del trabajo Dia Conmemorativo
Dia de gracias 4 de Julio Navidad

Horas de Servicio

	Lunes-Viernes	Sabado
Ruta 1	6:30A-6:00P	9:30-5:00P
Ruta 2	7:00A-5:30P	9:00A-4:30P
Ruta 3A	6:30A-6:00P	No service
Ruta 3B	6:30A-6:30P	9:30A-5:30P
Ruta 4	7:00A-6:00P	9:00A-5:00P
Ruta 5	7:05A-6:30P	9:30A-5:30P
Ruta 6	6:30A-7:00P 6:00P-6:30P	
Ruta 7	6:30A-6:30P	9:00A-5:00P
Servicios Especiales	7:15A-6:00P	9:00A-5:00P
No hay servicios los domingos		

Solano BART Express

Solano BART Express provee servicio directo vuelta completa a la estacion BART de Pleasant Hill. Para mas informacion llame 422-BUSS.



Ruta 2

Browns Valley

Covering the Areas of:

Markham School

Browns Valley

Tipperary Dr.

Cheaper

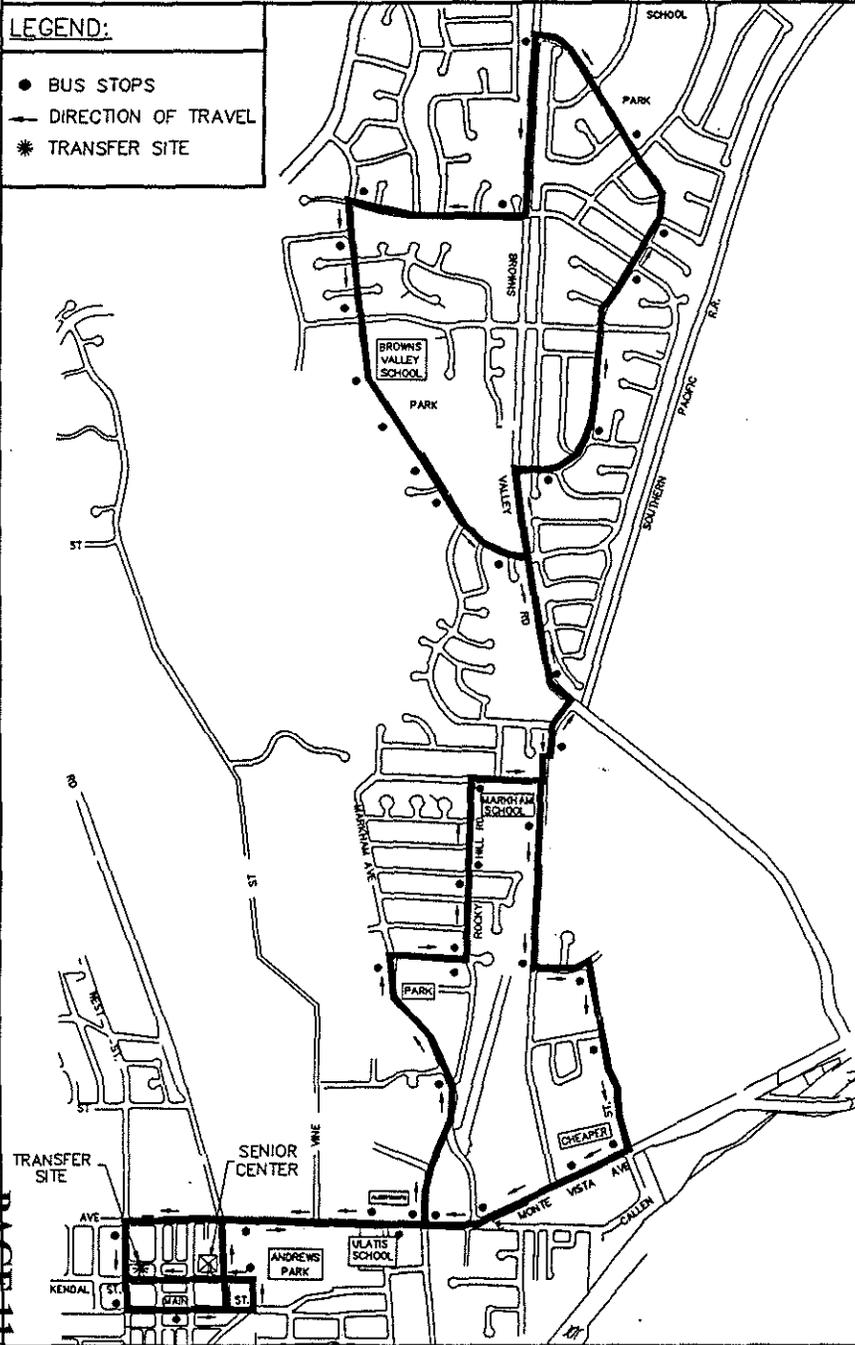
Mapa y Ruta

Efectivo 1 de Mayo, 1996

ROUTE 2 Browns Valley

LEGEND:

- BUS STOPS
- ← DIRECTION OF TRAVEL
- * TRANSFER SITE



Route 2 Browns Valley

Depart				Arrive	
(Bank of America) Kendal St/ Cernon St.	(Markham School) Brown St/ Markham Ave.	Browns Valley/ Tipperary (N)	Browns Valley/ Brown St.	(Cheaper) Monte Vista/ Callen St.	(Bank of America) Kendal St/ Cernon St.
7:00A	7:06	7:09	7:15	7:20	7:25
8:00A	8:06	8:09	8:15	8:20	8:25
9:00A	9:06	9:09	9:15	9:20	9:25
10:00A	10:06	10:09	10:15	10:20	10:25
11:00A	11:06	11:09	11:15	11:20	11:25
12:00P	12:06	12:09	12:15	12:20	12:25
1:00P	1:06	1:09	1:15	1:20	1:25
2:00P	2:06	2:09	2:15	2:20	2:25
3:00P	3:06	3:09	3:15	3:20	3:25
4:00P	4:06	4:09	4:15	4:20	4:25
5:00P	5:06	5:09	5:15	5:20	5:25

Boxed area indicates Saturday Service

Transit Information
449-6000

certificación apropiada. Favor de llamar al 648-4669 para obtener más informaciones.

Tome Vallejo Transit para ir a Marine World

Los autobuses de la ruta 85 van a Marine World desde Fairfield y los centros de transporte en Sereno y York y Marín.

Pasajes y servicio de Ferry

Ahora es más fácil que nunca ir a trabajar a San Francisco en barco. La ciudad de Vallejo ofrece un pase para el Ferry que es válido para los viajes de la Vallejo Ferry con una cantidad de extras incluidos en la cuota mensual de \$ 140,00. Puede usar el pase para viajar gratis de manera ilimitada en el Muni, y los autobuses de Vallejo Transit. Si llegara a perder el Ferry de las 17:15 siempre puede volver por medio de BART y los autobuses de Vallejo Transit.

Ahora 2 rutas sirven a Fairfield/Suisun

Vallejo Transit ahora ofrece un servicio horario muy conveniente por medio de la ruta 85 que conecta el centro de Vallejo, Marine World, Solano College y el Solano Mall en Fairfield todos los días con la excepción de los domingos y días feriados con partidas hasta más o menos las diez de la noche.

Nuestro servicio a Fairfield, el Expreso 90 BartLink, es más rápido que nunca, ya que la mayoría de los autobuses corren sin paradas entre Fairfield y BART. Ahora hay tres autobuses de la Ruta 90 BartLink en las horas pico, y después un autobús cada dos horas cada día laborable.

Conecciones con Napa

Los autobuses de Napa Valley Transit tiene diez viajes de ida y vuelta a Napa cada día. Los autobuses de la Ruta 10 de Napa Valley

Transit, con sus rayas de color borgoña, salen de la Terminal del Ferry de Vallejo y del Centro de Transporte de Sereno diez veces al día los días de semana, y algunos hacen parada en American Canyon, Napa Valley Corporate Park, y Napa Valley College antes de llegar al Hospital Estatal y al Centro de Transporte de Pearl Street en el centro de Napa. Los sábados hay un servicio similar pero modificado.

Cinco viajes cada día durante la semana van de Calistoga, St. Helena y Yountville to Vallejo y otros cinco viajes vienen de vuelta.

Para más informaciones acerca de la Ruta 10 de Vallejo Transit, favor de llamar (gratis) al 1 (800) 696-6443.

Servicio CityLink a Vacaville y Davis

Los autobuses CityLink de la Ruta 20 parten del Solano Mall una vez por hora hacia Vacaville, entre las 7:30 y las 17:30 de lunes a sábado inclusive. Esta ruta sirve al Senior Center en el centro de Vacaville, los negocios Factory Outlet y el Restaurante Nut Tree.

Los autobuses de la Ruta 30 salen del Solano Mall hacia Dixon y la Universidad de California en Davis cuatro veces al día. Los pasajes para adultos van de \$ 1,00 a \$ 1,50 según el destino. Para obtener más informaciones, favor de llamar a CityLink al (707) 422-2877.

Lugares de Venta de Pases y Boletos

VALLEJO CITY HALL
555 Santa Clara Street, Vallejo

VALLEJO TRANSIT
1850 Broadway, Vallejo

LONG'S DRUG STORES
3678 Sonoma Blvd., Vallejo
149 Plaza Drive, Vallejo

YE OLDE BRIAR SHOPPE
624 Marin Street, Vallejo

BERKELEY TRIP
2033 Center Street, Berkeley
(Pases de Sistema únicamente)

CITY HALL AT THE MALL
Solano Mall, Fairfield
(Pases de Sistema únicamente)

SUPERMERCADOS SAFEWAY
774 Admiral Callaghan, Vallejo
709 Lincoln Road West, Vallejo
(Pases de Sistema únicamente)

DOUGLAS SENIOR CENTER
333 Amador St., Vallejo
(Pases para Personas Mayores/Jubiladas únicamente)

SOLANO COMMUNITY COLLEGE
4000 Suisun Valley Road, Suisun
(Pases para Personas Mayores/Jubiladas únicamente)

ESCUELAS EN VALLEJO
Solano Junior High
Springstown Junior High
Vallejo Junior High
Hogan Senior High
Vallejo Senior High
(Pases para Personas Mayores/Jubiladas únicamente)

Vallejo Transit Guía de los autobuses

Folleto puesto al día el 25 de enero de 1996
(Versión en español, agosto de 1996)

COMO DESPLAZARSE EN LA BAHIA DEL NORTE

La Ciudad de Vallejo ha preparado este guía de los autobuses para que sus viajes con Vallejo Transit le resulten más fáciles y confiables.

Cómo planificar su viaje

1. Note el número y la dirección en la que irá el autobús que desee utilizar.
2. Examine los horarios de cada ruta para averiguar las horas de salida. Solamente indicamos las horas en las paradas principales, pero puede estimarse cuando el autobús llegará a otras paradas intermedias.
3. Durante la semana, los autobuses dentro de Vallejo operan cada media hora durante la mayor parte del día. El servicio sabatino se muestra sombreado. Por el momento no hay servicio los domingos.

Cómo efectuar las transferencias

Los dos lugares más fáciles para efectuar transferencias en Vallejo son en York y Marin y en el Sereno Transit Center. Cada media hora en York y Marin, todas las rutas locales efectúan una conexión sincronizada los días de semana. Cada media hora en Sereno, las Rutas 1, 2, 5 y 7 efectúan conexiones sincronizadas entre sí.

Vallejo Transit cobra sólo un pasaje por cada viaje, incluso si se requiere un cambio de autobús. Los cupones de transferencia gratis se emiten **solamente** al momento de pagar el pasaje, así que le rogamos que anuncie su destino final si tiene la intención

de transferir de un autobús a otro. Los cupones de transferencia **no** resultan válidos para los viajes de vuelta y deben usarse dentro del intervalo impreso en el cupón.

Transferencias a otros sistemas

En Solano Mall en Fairfield efectuamos una conexión con Fairfield-Suisun Transit y CityLink, en York y Marin con Benicia Transit, y en la estación de BART de El Cerrito del Norte efectuamos la conexión con AC Transit y Golden Gate Transit, así como con los trenes de BART con destino a San Francisco y Fremont.

Reglamentaciones ruterias

Los autobuses paran solamente en los lugares designados con las señales de parada de autobús o con marcas de "bus zone" en el pavimento. Para la comodidad de nuestros pasajeros, les rogamos que por favor no fumen, ingieran bebidas o alimentos, ni utilicen radios o magnetófonos de manera que los demás pasajeros los puedan oír.

Objetos perdidos

Para los objetos perdidos, favor de llamar o acudir a la oficina de Vallejo Transit, que se encuentra abierta de lunes a viernes de las 9 de la mañana a las 5 de la tarde. El número de ruta y la hora a la que viajaba en el autobús nos ayudarán a encontrar su artículo perdido.

No hay servicio los domingos o días feriados

Lo lamentamos, pero no hay servicio de autobús de Vallejo Transit los domingos o en los siguientes días feriados legales: Memorial Day, el Día de la Independencia (4 de julio), Labor Day, Día de Acción de Gracias, Navidad y Año Nuevo (1º de enero). En Martin Luther King Day, Veterans'

Day y President's Day se opera un horario sabatino.

Servicios completamente accesibles

Vallejo Transit tiene el orgullo de proporcionar una accesibilidad del 100% a la flota completa de los autobuses. En combinación con la accesibilidad completa a los trenes de BART, esto significa una gran cantidad de nuevos destinos accesibles en la Bahía del Este y San Francisco..

Otros servicios especializados

Hay un servicio suplementario en las rutas que sirven varias escuelas secundarias. Los horarios y mapas de estas rutas se encuentran disponibles en la oficina de Vallejo Transit, 1850 Broadway, de las 9 de la mañana a las 5 de la tarde.

Informaciones sobre el transporte en Vallejo

Favor de llamar al (707) 648-4666 o al (800) 640-BUSS para informaciones acerca del sistema de transporte entre las 8 de la mañana y las 5:30 de la tarde durante los días de semana excepto por los días feriados que se indican a la izquierda. El servicio TDD se encuentra disponible durante las mismas horas marcando el (707) 649-5421.

Números de teléfono para modos de transporte regionales

Vallejo Ferry: 643-3779 o (415) 705-5555
Vallejo/Benicia Run About: 649-1999
(transporte con reservación telefónica para las personas incapacitadas)

Vallejo Yellow Cab: 642-4421
BART: (510) 236-2278
Benicia Transit: 745-0815
County Connection: (510) 676-7500
Fairfield/Suisun Transit: 422-2877
Greyhound: 643-7661

Vacaville Transit: 449-6000
West Contra Costa Transit: (510) 724-7993

Precio normal de los pasajes locales

Adulto (de 18 a 61 años de edad) .. \$ 1,00
Adolescentes (de 6 a 17 años de edad) \$ 0,75
Personas mayores/jubiladas (62 años de edad en adelante) \$ 0,50
Personas incapacitadas \$ 0,50

Precio normal de BARTLink de los pasajes Vallejo-Fairfield

Adulto (de 18 a 61 años de edad) .. \$ 2,00
Adolescentes (de 6 a 17 años de edad) \$ 1,75
Personas mayores/jubiladas (62 años de edad en adelante) \$ 1,00
Personas incapacitadas \$ 1,00

Los niños de hasta 5 años de edad viajan gratis hasta un máximo de 2 acompañados por cada pasajero que pague pasaje normal. De haber más niños en un grupo, pagan el pasaje de juventud.

Para obtener una descripción completa de la estructura del sistema de transportes de Vallejo Transit, incluyendo los boletos para 10 viajes y los pases mensuales, favor de referirse al folleto "Vallejo Transit Fare Schedule" que se obtiene por separado.

Descuento a las personas mayores/jubiladas o incapacitadas

Las tarjetas Medicare se aceptan como identificación para obtener los pasajes para personas mayores/jubiladas o incapacitadas. Las Tarjetas de Descuento de la Conexión del Transporte Regional del Área de la Bahía (Bay Area Regional Transit Connection Discount Cards), acompañadas de una identificación fotográfica, pueden usarse en otros sistemas de transporte y se encuentran disponibles a través de la oficina de Vallejo transit, 1850 Broadway, con la

May 14, 1997
Agenda Item 8.3



DATE: May 7, 1997
TO: STA Board
FROM: Kim Kloeb
RE: STA 1998-99 Traffic Systems Management (TSM) request

Caltrans has solicited applications for the 1998-99 Traffic Systems Management (TSM) program. Applications are due by May 30. As recommended in the Funding Strategy for the I-80/680 Interchange Complex - Initial Project Phases report, which was adopted by the STA in February of this year, the STA will seek \$4.9 million (1997 dollars) in TSM funding for improvements to the I-80/680 interchange.

In the past, the typical allocation of TSM funds to the Bay Area has only been about \$12 million per year. While \$4.9 million is a relatively large request for this program (in 1997-98 only four of the forty projects approved were this large), the STA feels that the regional significance of the I-80/680 project will make it competitive.

At the April TAC meeting, the City of Vacaville noted that they will also seek over \$5 million in 98-99 TSM funding for the weave correction I-80/I-505. The TAC recommended that the STA support both projects. STA staff will also investigate an alternate source of funding for the I-80/505 improvements, the State Highway Operations and Protection Program (SHOPP). SHOPP programming is controlled by Caltrans. The I-80/505 project is eligible for SHOPP funding, and the I-80/680 improvements are not, as the I-80/680 improvements are considered to be capacity increasing.

Project applications will be reviewed at the local level by the MTC TSM Task Force. The STA will participate on that task force. If the applications are approved at the regional level, they will be forwarded to Caltrans headquarters for review.

Recommendation:

1) Approve the proposed \$4.9 million TSM project application for improvements to the I-80/680 interchange, and 2) support the City of Vacaville's TSM request for funding for the weave correction project at I-80/I-505.

1997-98 PROJECT PROPOSAL - TRAFFIC SYSTEMS MANAGEMENT FUNDS

PROJECT TITLE: I-80/680 Interchange Auxiliary Lanes

PROJECT CONTACT: Kim Kloeb
Solano Transportation Authority (STA)
333 Sunset Avenue, Suite 200
Suisun City, CA 94585
(707) 438-0653
FAX (707) 438-0656

PROJECT SPONSORS: STA

CORRIDOR IMPACTS:

The I-80 corridor is the most critical east-west corridor in northern California, connecting the San Francisco Bay Area to Sacramento. All travel between the two urban areas must pass through the I-80/680 interchange, which is currently the cause of most of the vehicle hours of delay on the state system in Solano County. This project also impacts the I-680 corridor, congestion on this corridor is rapidly increasing.

PROJECT TYPE:

The proposed project consists of an auxiliary lane that would provide an additional lane to handle the merge movements between I-80 and I-680.

PROJECT DESCRIPTION AND BENEFITS:

I-680 Direct Connectors and Auxiliary Lanes: construction of new auxiliary lanes and improvements to the existing connectors along a 1.4 mile section on I-80 between Green Valley Road and the Cordelia Truck Weigh Station. This \$4.9 million (1997 dollars) project includes a realignment and widening of the northbound I-680 to Eastbound I-80 connector, construction of auxiliary lanes along I-80 adjacent to both connectors.

The proposed project would increase the distance of the merge movement, since this is a primary variable in the level of service calculations for this type facility, the project would provide for an immediate impact on level of service.

ESTIMATED COSTS:

Caltrans prepared a Project Study Report for this project in 1991. In that report they estimated a cost of \$4.1 million. Caltrans District 4 staff recently included this project in a proposal to Director Van Loben Sels for the 1998 Caltrans Proposed State Transportation Improvement Program (PSTIP). In that proposal, Caltrans quoted an escalated cost of \$4.9 million in 1997 dollars.

PRELIMINARY WORK DONE AND PROJECT IMPLEMENTATION SCHEDULE:

As noted above, a Project Study Report has been prepared for this project. It is anticipated that the project could be delivered within two years of a funding commitment. This project is consistent with the Solano County Congestion Management Plan (CMP), the MTC Regional Transportation Plan (RTP), and the recently completed MTC I-80 Corridor Study.

May 14, 1997
Agenda Item 9.1



DATE: May 7, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Presentation on North Gate Road

At the request of the STA Board, John Gray of the Solano County Transportation Department will provide a presentation on this proposed project that would provide more direct access to the rear entrance to Travis Air Force Base from the City of Vacaville and westbound I-80. This was an STA Priority Project in 1996-97. In the past, the STA has supported seeking federal funding for this project.

**SOLANO COUNTY
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230
Suisun City, California 94585

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



John Gray, Director

Lonnie Baldwin
Administration
(707) 421-6064

Paul Wiese
Engineering
(707) 421-6072

Eben Stevens, Operations
(707) 421-6055



Date: April 30, 1997

MEMORANDUM

TO: Solano Transportation Authority Board

FROM: John Gray

A handwritten signature in blue ink, appearing to read "John Gray".

SUBJECT: Travis AFB North Gate Connector -- Priority Project

Access to the North Gate of Travis AFB is via either Vanden Road, Canon Road and North Gate Road or Meridian Road, McCrory Road and North Gate Road -- all narrow country roads. Over the years traffic to the base has increased to the point that the existing roads are no longer adequate. The idea of providing an improved, more direct approach to the gate from the north was first explored in 1989 with a proposal to extend Leisure Town Road due south to connect with North Gate Road. This idea was supported by Col. Wayne Fisher (then Travis Base Commander), by representatives of the cities of Fairfield and Vacaville, and by the County. Although the project would impact the three local jurisdictions (Fairfield, Vacaville and County) the main beneficiary would be Travis AFB which is the destination of virtually all the traffic. Federal funding for the project was sought through the Department of Defense and Congressman Fazio but not obtained.

Last year interest in the project was rekindled when a traffic accident on North Gate Road resulted in two fatalities. General George Williams, 60th Air Mobility Wing Commander at Travis, approached the County about improving the road for traffic safety purposes. Neither General Williams nor the City of Vacaville are interested in a major route that would encourage additional traffic to the North Gate. Both are supportive, however, of an improved two-lane North Gate Road that would connect to the Leisure Town Road extension that is currently being designed by Vacaville as part of the I-80 Reliever Route. Discussions between the County, the Cities of Vacaville and Fairfield, the STA and Travis resulted in the current proposal which is shown on the attached map. It provides direct access to the I-80 Reliever Route with a grade crossing of the Union Pacific tracks. The existing crossing at Canon Road is eliminated. The roadway consists of two - 12' traffic lanes plus 8' shoulders for bicycle and pedestrian use. The estimated cost of the proposal is \$1.5 million.

This is a regional project providing residents of the City of Vacaville and points north with access to Travis AFB (which is within the City of Fairfield) via a County road. It was made a priority project last year to seek funding from a source such as Federal Department of Defense or Defense Access Road funding that will not compete with other local projects. In October, 1996, a joint letter signed by the Chairs of the Board of Supervisors and the STA was sent to both Congressman Riggs and Congressman Fazio requesting federal funding for the project. That request was not successful. This remains an important regional project, however, which should be pursued. To do this successfully will require the continued support of the Transportation Authority.

Attachments: Map of the Proposed Project

Letter to Congressman Fazio (the same letter was sent to Congressman Riggs)

3.reliever.mem



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 • Fax 429-2894

October 9, 1996

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

Congressman Vic Fazio
2113 Rayburn Building
Washington, DC 20515

Dear Mr. Fazio:

North Gate Road is a County road that provides access to the North Gate of Travis Air Force Base. The road was originally a low-volume country lane with narrow pavement and no shoulders. As the mission of Travis AFB has grown, however, traffic on North Gate Road has grown to 3500 vehicles per day. As traffic volume has increased, traffic accidents have increased as well. Recently, a double fatal accident occurred (see enclosed newspaper article) which brought attention to the inadequacies of the present road.

The Travis Officer of Safety and the County have implemented a number of traffic engineering and information measures in an attempt to deal with the problem. It is clear that these are only a stop-gap, however, and the only effective way to significantly improve traffic safety is to construct major improvements to the roadway itself.

We have developed a project that would widen the existing North Gate Road to current standards and extend it north to connect with a new road being built by the City of Vacaville -- see enclosed plan. The north extension would provide a new crossing on the Southern Pacific main line tracks and eliminate an existing awkward crossing at Canon Road. The proposed project would provide both a safer and a more direct route. The estimated cost of the project is \$1.3 million.

The project is considered high-priority by both the County and the Solano Transportation Authority. The County simply doesn't have the funding needed for the project. Since virtually all of the traffic on the road is bound for Travis AFB, it would seem that Defense Access Road or other Federal/DOD funding would be appropriate to finance the project. We would like your help in pursuing whatever Federal/DOD funding might be available.

If you have questions or need further information, contact either John Gray, Solano County Transportation Director at (707) 421-6062 or Martin Tuttle, Solano Transportation Authority Executive Director at (707) 422-6491.

We look forward to your help in improving this important access to Travis Air Force Base.

Sincerely,



Skip Thomson, Chairman
Solano County Board of Supervisors



Steve Lessler, Chairman
Solano Transportation Authority

Enclosures

cc: General George N. Williams
60th Air Mobility Wing Commander
Travis Air Force Base

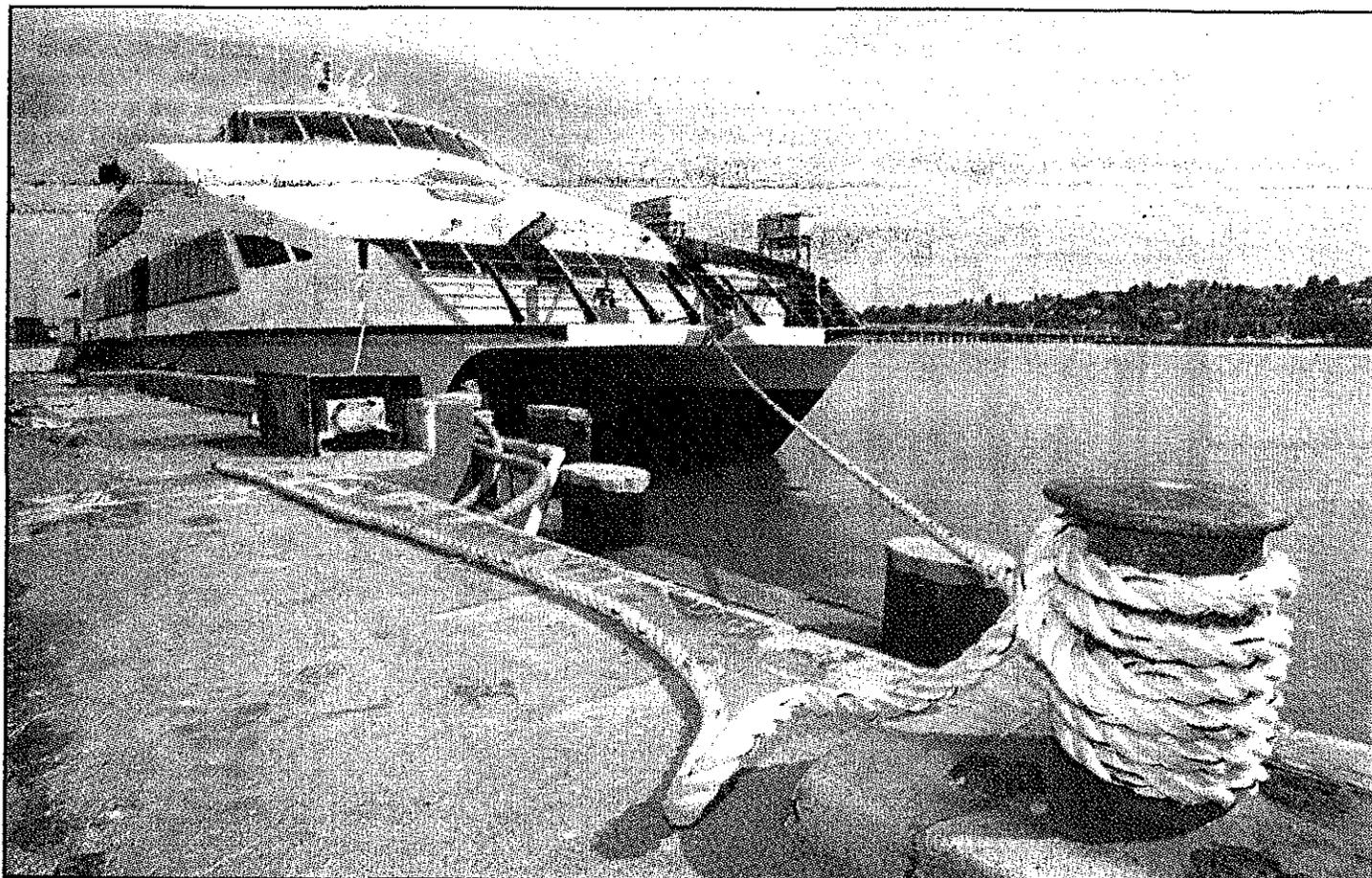
*May 14, 1997
Agenda Item 9.2*



DATE: May 7, 1997
TO: STA Board
FROM: Pam Belchamber
RE: Ferry Boat Plan Update

The City of Vallejo has recently completed a new Ferry Boat Plan and is acquiring new boats for this service. Pam Belchamber will be presenting a status report to the STA Board.

Quicker way across bay



Greg Trott/The Reporter

The \$7.8 million high-speed ferry M.V. Intintoli will take commuters from Vallejo to San Francisco beginning on May 26.

High-speed ferry will make waves to San Francisco

*Vacaville Reporter
5/4/97*

By John Schelbe
Staff Writer

As of May 26, Solano County commuters can go to San Francisco from Vallejo via the newest, fastest and most expensive ferry ever to sail the bay — the M.V. Intintoli.

The \$7.8 million craft will zip across the bay in 53 minutes — 12 minutes faster than the Jet Cat Ex-

press, which has been Vallejo's primary ferry vessel since it went into service in April 1994.

Named after former Vallejo Mayor Anthony J. Intintoli Jr., the 134-foot-long craft has a top speed of 39 knots an hour, which translates into 36 mph, according to Baylink, Vallejo's regional transportation service.

The Intintoli sailed under

■ See Ferry, Back Page

From Page One

Ferry ...

■ Continued from Page 1A
the Golden Gate Bridge on April 26 after its maiden voyage from Anacortes, Wash., where it was built by Dakota Creek Industries. It was designed by one of the world leaders in high-speed ferry design, Advanced Multi-Hull Design of Sydney, Australia.

It was certified by the Coast Guard after its arrival April 26, said Ernest Sanchez, a consultant with the city of Vallejo.

Sanchez said the Intintoli can carry up to 300 passengers and will make 10 round trips every weekday between Vallejo and San Francisco and eight round trips every Saturday and Sunday.

The Intintoli's sister craft, the M.V. Mare Island, is slated to arrive in the Bay Area on May 17. The Mare Island will provide the same service as the Intintoli and should begin operating shortly after its arrival, Sanchez said.

Pam Belchamber, Vallejo's transportation manager, said both crafts should convince more Solano commuters to leave their cars and use the ferry service.

"We believe that a 53-minute ride between Vallejo and San Francisco can meet or beat the time it would take to travel by car between these two places," Belchamber said.

Belchamber said state and federal funds paid for the boats.

Martin Tuttle, executive director of the Solano Transportation Authority, called the



Greg Trott/The Reporter

Bob Gudmundson of ferry manufacturer Dakota Creek Industries shows the boat's pilothouse.

ferry "an exciting addition to Solano County's transit system."

"It gives people more options, more reason for them to leave their cars behind in a county that needs more transportation alternatives."

Ferry boats once dominated transportation between Bay Area cities. In the 1920s, San Francisco had the world's biggest and busiest ferry fleet. But the service declined with the large-scale use of automobiles and the construction of Bay Area bridges.

All that began to change during the 1980s, however,

when high-speed catamarans were developed.

Ferry service between Vallejo and San Francisco began again in May 1986, marking the first passenger service in the North Bay since 1938.

The new ferries come equipped with public cellular phones and electrical outlets for laptop computers. They will provide passengers with connections not only to San Francisco but Angel Island, Napa Valley, northern Solano County and Sacramento.

In Vallejo they will leave from the ferry terminal at 495 Mare Island Way. San Fran-

cisco departures will be from the ferry building at Pier 1/2 and Pier 39 near Fisherman's Wharf.

One-way fares for adults are \$7.50. Seniors, the disabled and children from 5 to 12 years of age pay \$3.75. Children under 5 ride free. Monthly commuter passes also are available for \$140.

There will be a public dedication ceremony for the M.V. Intintoli between 10 a.m. to 4 p.m. May 17. Free ferryboat rides also will be offered that day between noon and 3 p.m.

Those wanting more information on the ferries should telephone 707-64-FERRY.

May 14, 1997
Agenda Item 9.3



DATE: May 7, 1997
TO: STA Board
FROM: Gian Aggarawal
RE: Vacaville CNG Facility and CNG Bus Update

The STA Board included the new Vacaville CNG facility as a Priority Project for 1997-98. Gian Aggarawal has provided the attached status report on their projects and also be making a presentation to the STA Board.

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



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688

ESTABLISHED 1850

April 24, 1997

Department of Public Works
Traffic Engineering - Transit

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

SUBJECT: CITY OF VACAVILLE CMAQ PROJECTS

Dear Mr. Tuttle:

The City of Vacaville has two approved CMAQ projects which relate to clean air programs: the construction of a compressed natural gas (CNG) fueling station, and the acquisition of three CNG buses.

These projects are in the process of being transferred from Caltrans to FTA control. Last week, Mr. Bill Sandoval from Caltrans Sacramento informed our Transit Coordinator that he has submitted the necessary documentation to FHWA for processing. They, in turn, will endorse the documents and forward them to FTA, San Francisco for final action. Our FTA Analyst, Mr. Jerome Wiggins, has assured us that since both projects are included in our FY 1997 FTA Section 9 Grant Application, and that Caltrans has taken action, there should be no problems with these projects or their funding. Once we obtain FTA approval, we will have a three year time span to accomplish these projects. We do not foresee any problem completing these projects in the three year period.

The CNG fueling facility will be of a 'fast fill' nature. It will have the capability of filling our new buses in just over seven minutes. By contrast, the slower alternative, such as the PG&E station on Peabody Road, would take approximately 47 minutes to refuel one bus. Once the CNG fueling station is constructed and in operation, it will be used primarily by our transit fleet. As additional CNG vehicles are acquired by the City, they will also be refueled by this facility. Other city, county and state agencies will also be allowed to utilize our facility.

If you have any further questions, please contact me at 449-5349.

Sincerely,


GIAN AGGARWAL
Traffic Engineer

DEPARTMENT OF PUBLIC WORKS (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 449-5170	Community Services 449-5654
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May 14, 1997
Agenda Item 9.4



DATE: May 7, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Traffic Calming Video

At the request of Supervisor Barbara Kondylis, a seven minute video on traffic calming, devices used on roads to slow traffic in residential areas, will be shown. The video is produced by King County, Washington public works staff.

Attached is a recent news article on the subject.

Attachment

Neighborhoods have ways to brake zip-through drivers

From East Coast to West, 'traffic calming' is helping to slow the fast flow of commuters and other drivers through residential streets. Neighbors and city officials alike are 'trying to undo the traffic chaos created in the 1960s.'

By Carol J. Castaneda
USA TODAY

TSARASOTA, Fla. tired of stop-and-go traffic, the time-pressed commuter tries a short cut through neighborhoods on streets that aren't as busy.

Big mistake. Shade Avenue's first speed hump rises just north of Hibiscus amid a sea of brake lights. Slosh goes the coffee. Six more car-jarring humps follow in just the next mile. Doughnuts thump to the floor.

Fleeing onto Hyde Park Street, the driver finds a side-jutting concrete islet that narrows the street and forces cars to pass one by one. Next, cars are diverted around two center medians before encountering a final, maddening islet.

Welcome to the Florida Gulf Coast city that is ground zero in a national battle pitting testy commuters and increasingly aggressive drivers against residents who want slower traffic on safer, more walkable neighborhood streets.

From Sarasota to Seattle, cities are touting "traffic calming" as a way to end the mad rush of cars racing 40 mph and faster down residential streets. As stressed-out commuters and combative drivers roar through the neighborhoods to avoid clogged main roads, residents are taking up the fight.

Call it the biggest change in suburban driving since cul-de-sacs came in vogue in 1929. Streets once designed to move cars in and out of neighborhoods as quickly as possible are being redesigned today so they can be shared by pedestrians, bicycles and pets.

"It's a whole change in mindset. We thought bigger was better, and faster was better, and now we don't," says Reid Ewing, an urban planning professor at Florida International University in Miami.

U-turn in philosophy

Transportation experts see traffic calming as a U-turn in engineering philosophy. The basic theory is to change straight streets into obstacle courses that dramatically slow traffic.

Speed humps and elevated speed tables force cars to slow or suffer abrupt jolts. Traffic circles at intersections impede straight and quick throughways. Curbs and sidewalks that jut into streets force motorists to yield to each other and pass one at a time.

"We're trying to undo the traffic chaos created in the 1960s, when engineers were transforming every city street into a mass arterial roadway with no parking," Milwaukee Mayor John Nordquist says.

Long popular in Europe, traffic calming in this country sprouted on the West Coast and is spreading eastward rapidly.

The momentum stems from 6,000 pedestrian traffic fatalities a year. Fifty-five percent take place in neighborhoods.

Just look around:

► Seattle may have more miniature traffic circles, at

least 610, than any other city. Seventy more go in this year.

City officials say the circles have reduced traffic accidents by more than 90% where they have been built. One review of 30 circles found 50 accidents

before installation in 1991 and only two accidents after.

Seattle also has built deceptive "chicanes" on a dozen busy streets. Twelve more are going in this year. Chicanes alternate parking and landscap-

ing from one side of the street to the other, so drivers see a zigzagged road rather than a clear, straight path.

► Portland, Ore., residents are clamoring for traffic circles, speed humps and curb extensions. The waiting list is 500 streets long.

Transportation planners say the most effective use of traffic calmers is to place them area-wide. Otherwise, speeding problems are just diverted from one street to another.

► Austin, Texas, officials brought in Florida transportation engineer Michael Wallwork to redesign four-lane streets that border neighborhoods.

Wallwork's philosophy: Narrow the intersections so drivers have to reduce speeds.

Traffic calmers may be an "annoyance, but when your child gets killed, you're going to demand the city do some-

thing," Wallwork says.

► Engineers in Cambridge, Mass., are reducing a mile of busy Massachusetts Avenue from four lanes to three by widening sidewalks, installing bike lanes and extending curbs. This spring, the city will spend \$250,000 to build raised crosswalks and landscaped traffic islands that divert traffic and slow it down.

Here in Sarasota, engineers can barely keep up with demand for traffic calmers. Thirty-five thousand motorists a day travel to jobs downtown. To shave five to 10 minutes off trips, drivers cut through neighborhoods of multimillion-dollar Mediterranean homes with bayfront views.

As a result, harried homeowners have fought to have as many as 80 traffic calmers built in their beach resort town since 1990. Twenty-four more will go in this year.

Speed humps are the traffic calmers most in demand here, as they are across the nation. Not as teeth-rattling as speed bumps found in parking lots, humps rise 3-4 inches above street level and typically are 12 feet long.

Carol Ostling waged a three-year battle to get humps installed on her street after speeding cars killed the family's two cats and nearly plowed down her husband, Robert. He was in his own front yard when a driver sailed onto the lawn, braking just inches from him.

"It was an absolute nightmare," Carol Ostling recalls. "Every other week there was a fender bender. Something had to be done." At times, she says, she felt like screaming, "Don't drive like it's the Indy 500!"

The Ostlings attended endless meetings, made phone calls and circulated petitions because 60% of their neighbors had to agree to the humps.

Since the humps were installed in 1994, traffic has dropped by nearly 50%, to 3,700 cars a day. Speeds have fallen about 10 mph, to 28 mph. The posted speed is 25 mph.

Speed Bump Capital

But the transition isn't always smooth. Last fall, hundreds of frustrated drivers responded when radio station WSRZ-FM organized a "Honk if You Hate Speed Humps" campaign and awarded free front-end alignments to winners in call-in contests.

"We had a lot of fun with it: Sarasota, the Speed Bump Capital of the World," says disc jockey David Jones.

Sarasota Fire Capt. Chuck Johnston feared that traffic obstacles would add critical delay to fire and rescue response.

"For somebody who is having a heart attack, we need to be there by four to six minutes," Johnston says. But officials have found that rescues take only a few seconds more even when the route has traffic calmers.

Government officials also needn't have feared that traffic calmers might somehow contribute to injuries to motorists or pedestrians and result in a slew of lawsuits.

Studies show that pedestrians have an 85% chance of surviving if they're hit by a car going under 18 mph. They have the same chance of being killed if the car is traveling at speeds above 35 mph. Severe injury is likely in between.

"If we could put up a sign that said 'Please respect our neighborhood and drive slowly,' we wouldn't have to install any devices at all," former Sarasota mayor Mollie Cardamone says. She lost two dogs to speeders. "But the reality is people have become more and more uncivil."

The landscape of a traffic-control trend

Humps, bends and barriers are being built on neighborhood streets across the USA to slow or reduce traffic flow. The devices vary in type, size and shape. Some examples of the growing trend toward 'traffic calmers:'

Chicanes

Street parking or landscaping alternates from one side of the street to the other so the driver sees a zigzagged road rather than a clear, straight path. These abrupt changes cause motorists to reduce speed. In Seattle, which has them on 12 busy streets, chicanes force motorists to slow to about 20 mph. **Cost:** About \$13,000.

Neckdowns

Neckdowns are sidewalks and curbing that extend into the roadway to shorten the pedestrian crossing. They also narrow the width of the road for vehicles, forcing drivers to slow down. **Cost:** \$2,000-\$3,000.

Bulbouts

Bulbouts, also called neckouts, are curbs that jut into the street to narrow the roadway and slow traffic. In Sarasota, Fla., the devices allow one car through at a time and are landscaped with ground cover and crape myrtle shrubs. Yield signs force opposing traffic to wait, and speed signs warn motorists to slow to 15 mph. **Cost:** About \$5,000.

Speed tables

Flat, raised surfaces made of bright red brick extend the width of streets and go down on both ends of the flat table top. They force drivers to slow to 15-25 mph. **Cost estimate:** \$6,500.

Traffic circles

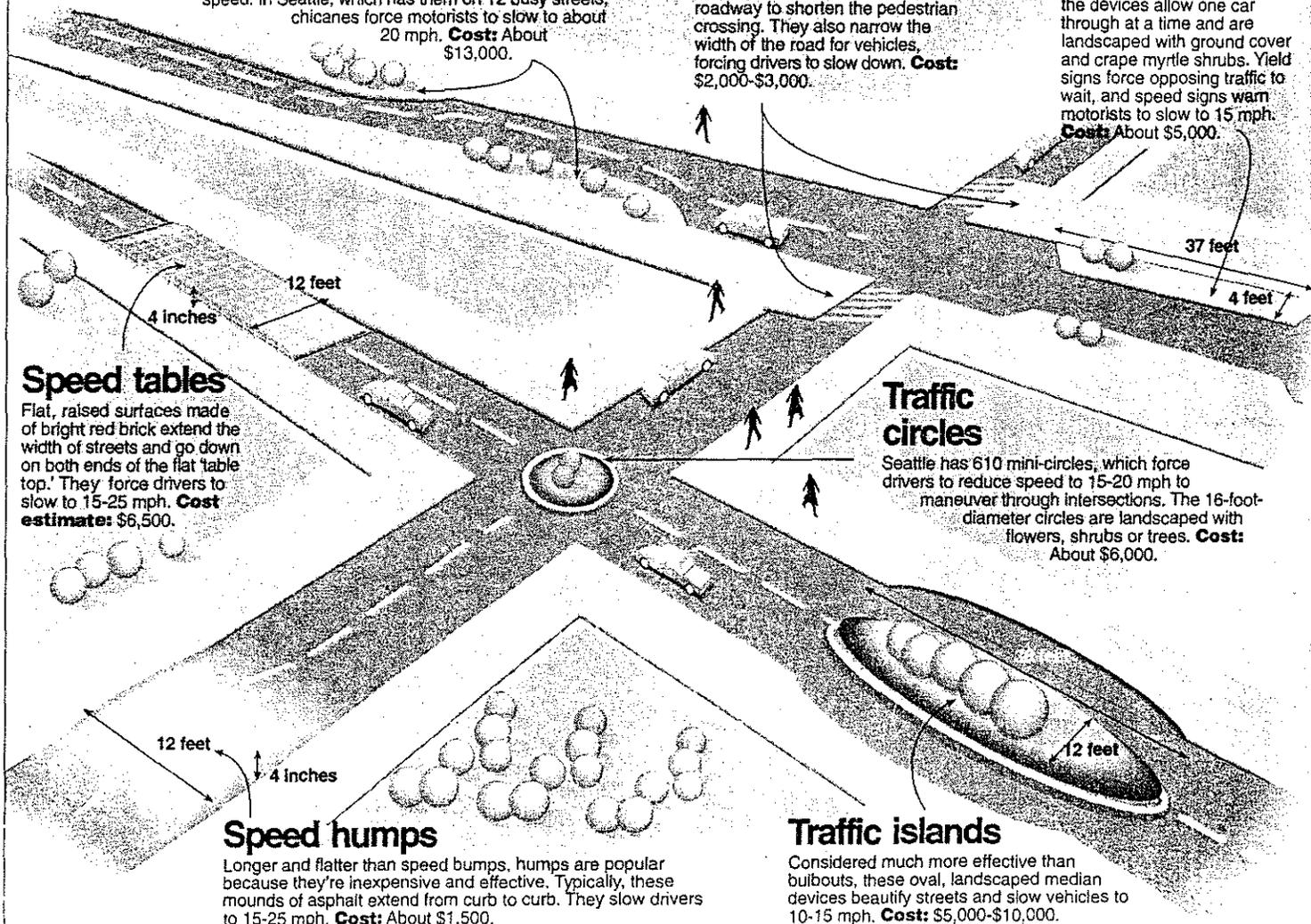
Seattle has 610 mini-circles, which force drivers to reduce speed to 15-20 mph to maneuver through intersections. The 16-foot-diameter circles are landscaped with flowers, shrubs or trees. **Cost:** About \$6,000.

Speed humps

Longer and flatter than speed bumps, humps are popular because they're inexpensive and effective. Typically, these mounds of asphalt extend from curb to curb. They slow drivers to 15-25 mph. **Cost:** About \$1,500.

Traffic islands

Considered much more effective than bulbouts, these oval, landscaped median devices beautify streets and slow vehicles to 10-15 mph. **Cost:** \$5,000-\$10,000.



Sources: Jim Munde, senior traffic engineer, Seattle Transportation; Michael Walkwork, senior traffic engineer, the Canessa Group, Inc., Jacksonville, Fla.; Azim Mohammed, assistant city engineer, Sarasota, Fla.

By June Stacey, USA TODAY