



Board Meeting
June 11, 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

June 11, 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 May 14, 1997. Page 23**
- 6.2 **Draft minutes of May 28, 1997 TAC Meeting. Page 31**
- 6.3 **Revised STA Accounting Policies and Procedures. Page 35 (Stacy Medley)**
- 6.4 **Contract for 1997-98 Administrative Services Between the STA and the City of Vacaville. Page 37 (Martin Tuttle)**
- 6.5 **Freeway Agreement for the new Benicia/Martinez Bridge. Page 43 (Kim Kloeb)**
- 6.6 **Contract with Macias, Gini and Company for 1996-97 Audit. Page 49 (Martin Tuttle)**

7.0 ACTION ITEMS: FINANCIAL

- 7.1 Solano Transportation Plan. Page 53 (Martin Tuttle)**
- 7.2 Proposal to Terminate STA's Participation in Social Security and adopt a Resolution to Establish a 401(a) Deferred Compensation Plan. Page 61 (Martin Tuttle)**

8.0 ACTION ITEMS: NON-FINANCIAL

- 8.1 Citylink (Route 30) Proposals. Page 69 (Matt Todd)**

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

- 9.1 1997-98 Priority Project Descriptions. Page 75 (Martin Tuttle)**
- 9.2 Board Members Comments.**
- 9.3 Adjourn (Next Meeting: July 9, 1997)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

June 11, 1997
Agenda Item 3.0

Area Code 707
422-6491 ♦ Fax 429-2894

MEMORANDUM

Members: DATE: June 4, 1997
TO: STA Board
FROM: Martin Tuttle *Matt*
RE: EXECUTIVE DIRECTOR'S REPORT

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

ADMINISTRATION

Organizational procedures: The consent agenda includes several items addressing internal management issues, including the continuation of contracted administrative services with Vacaville and revised accounting policies needed for July 1, the start of the new fiscal year.

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

M.V. Intintoli, Vallejo, May 16

Joined several Board members and staff at the pre-dedication reception aboard the M.V. Intintoli, the first of two new ferry catamarans serving commuters to San Francisco.

SEDCORP Transportation Action Team, Fairfield, May 16

Joined Board members Lessler and Spering at the fourth meeting of the industry group. The group directed staff to interview consultants to assist in the preparation of a Solano Transportation Plan (see related agenda item 7.1)

Intercity Transit Workshop, Suisun City, May 20

Joined transit managers and staff at the third workshop held by consultants for the proposed Intercity Transit Coordination Plan. An impressive draft route map/brochure to be distributed later this summer was released to solicit input from the operators.

CCTA/STA Subcommittee, Walnut Creek, May 22

Joined Board members Erickson and Hayes at the meeting to be updated on the U.S. Coast Guard's March 6 decision to reverse its earlier position on the location of the new Benicia-Martinez Bridge. The committee requested staff to brief the USCG on a new Caltrans engineering study (which reconfirms the ability of Union Pacific to make repairs on their bridge within the originally planned location of the new bridge). Surprisingly, Coast Guard officials rejected the idea of a briefing and, instead, advised Caltrans to appeal their decision to the USCG Commandant. Caltrans made that request on May 27. (see correspondence on page 5)

Executive Director's Report, page two

Capitol Corridor Joint Powers Board, Suisun City, May 27

Met with CCJPB staff in regard to the pending transfer agreement for the CCJPB to assume the management of the Capitols. BART's General Manager met with Deputy Secretary Del Pierce of BT&H Agency on the 27th to help resolve the remaining issues -- budget shortfall, authority of CCJPB, liability and maintenance.

Yolo/Solano Air Quality Management District, Woodland, May 28

Spoke on STA projects and goals at the air district's 'Green Bag' forum.

MTC's Bay Air Partnership, Marin County, May 29

Joined Bay Area CMA and transit managers at a workshop to hear updates on federal/state legislation, the future of Amtrak, and the impact of the proposed federal EPA air quality standards on the Bay Area.

SEDCORP Transportation Action Team, Fairfield, June 3

Joined Board members Lessler and Spering at the industry group's 5th meeting. The group agreed to hire a consultant team headed by Will Kempton of Smith & Kempton to begin work on a Solano Transportation Plan in cooperation with the STA (see agenda item 7.1).

Fairfield City Council, Fairfield, June 3

Outlined the I-80 Reliever Route Implementation Plan and provided an update on proposed ISTEA funding for the project to the city council .

--- after agenda mailout ---

California Transportation Commission, Oakland, June 4

To attend STIP workshop and MTC's reception for members of the CTC. Last month, the CTC voted to delay the development of the 1998 STIP schedule 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 July meeting (see tentative schedule on page 7).

North Bay Engineer's Club, Fairfield, June 9

To hear Gary Andrews of Amos & Andrews and Mike Rocco of the Engineering & Utility Contractor's Association discuss the California Alliance for Jobs Initiatives - Invest in Infrastructure and Local Agency Funding Program.

Solano Board of Supervisors, Fairfield, June 10

To join Assemblymember Valerie Brown's staff in a presentation to the Board on AB 595, the regional gas tax proposal.

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 is now pending on the Assembly floor. The bill is moving through the legislative process much faster than anticipated. Concerns have been expressed about the bill's potential impact on Bay Area counties -- MTC has requested that action be delayed on the bill unless amended (see attached letter on page 9) .

SB 47 (Kopp): This non-controversial bill addressing toll schedules is being used as the vehicle to place the issue of seismic toll bridge retrofitting into a joint legislative conference committee (as soon as the measure is approved by both the Assembly and Senate). The bill was approved by the Senate and will be heard by the Assembly Transportation Committee on June 9.

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 on May 21 and next will be reviewed by the Senate Transportation Committee (see attached article on page 18).

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 and is now pending in the Senate Public Safety Committee.

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 is being held in the Assembly Appropriations Committee until after the adoption of the state budget.

UPCOMING EVENTS

| | |
|----------|--|
| June 12 | Intercity Transit Coordination Workshop in Suisun City |
| June 18 | Capitol Corridor Joint Powers Board in Suisun City |
| June 19 | Joint subcommittee of the STA and Contra Costa Transportation Authority in Benicia |
| June 25 | Metropolitan Transportation Commission meeting in Oakland |
| June 25 | STA TAC meeting in Suisun City |
| July 8/9 | California Transportation Commission meeting in Orange County |
| July 9 | Capitol Corridor Joint Powers Board in Suisun City |
| July 9 | STA Board meeting in Suisun City |

ATTACHMENTS:

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

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

| Project Lead Agency | Allotted PDF Funds | Matching Funds | Claimed PDF Funds | Status |
|--|--------------------------|-------------------|-------------------------|--|
| Benicia-Martinez and Carquinez Bridge Projects ** Benicia, Vallejo, STA | \$20,000 | \$20,000 | \$16,151 | -U.S. Coast Guard denied permit for Benicia-Martinez Bridge on March 6th, Caltrans appealed the decision on 5/27 -Provisions for light rail on the new Benicia Bridge (5.8 million) to the CTC in July |
| -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 funding application pending YSAQMD meeting on 6/11 -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, still 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 | -Weekly trial service with City of Dixon vehicles restarted, 5 trips provided through 4 weeks of service. Cost of service is about \$100 per week |
| Electronic Toll Collection Caltrans | * | * | | -Trial run on Carquinez Bridge successful, limited use by autos scheduled for end of July, opened to full public at a later date |
| 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 submitted 5/14 -STA Board accepted report at meeting on 2/12 |
| I-80 Reliever Route Implementation Plan *** STA | \$5,500 \$25,000 | \$50,000 * | \$5,500 \$16,308 | -STA Board approved Final report on 5/14 -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 #4 held 5/20; Next workshop scheduled on 6/12 -Transit Steering Committee meeting held on 5/14, Marketing RFP was circulated |
| 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 |
| Wegh in Motion (WIM) system Caltrans | * | * | | -Installation should be completed this week, testing to be completed in 2-3 weeks |
| TOTAL | \$116,000 | \$140,000 | \$88,912 | |

* No funds allotted at this time

\$256,000

** Total cost of the Benicia- Martinez and Carquinez Bridge Projects through June 2 is \$32,302

*** Total cost of the I-80 Reliever Route Implementation Plan through June 2 is \$55,500

**** Total cost of the Transit Management Plan through June 2 is \$27,390



CONTRA COSTA TRANSPORTATION AUTHORITY



Solano Transportation Authority

May 22, 1997

Mr. W. R. Till, Chief
Bridge Section, Bldg. 50-6
United States Coast Guard
Coast Guard Island
Alameda, CA 94501-5100

Dear Mr. Till:

The joint subcommittee of the Contra Costa Transportation Authority and Solano Transportation Authority met this morning to review Caltrans' request to you for reconsideration of the decision set forth in your March 6, 1997 letter concerning the location of the new Benicia-Martinez bridge.

As you know, the schedule and cost of the bridge is of the utmost importance to our two agencies and the cities and counties we represent. The estimated additional cost of \$11.5 million to relocate the bridge further east is frankly unacceptable to us. Thus, we hope you will review the recently released study by DCC Engineering and meet with our respective staff as soon as possible for a briefing on the information outlined in the study. Because timing is of central importance, our staff will call you today to arrange a meeting date.

Sincerely,

Julie Pierce
Commissioner, CCTA

Jerry Hayes
Board Member, STA

Attachment

cc: Hon. George Miller
Hon. Ellen Tauscher
Hon. Frank Riggs

DEPARTMENT OF TRANSPORTATION

BOX 23660

OAKLAND, CA 94623-0660

(510) 286-4444

TDD (510) 286-4454



May 27, 1997

Mr. W. R. Till, Chief
Bridge Section
United States Coast Guard
Building 50-6
Coast Guard Island
Alameda, California 94501-5100

Dear Mr. Till:

As we discussed earlier today, The California Department of Transportation (Caltrans) is formally requesting an appeal to the decision concerning the location and clearances for the new Benicia-Martinez Bridge set forth in your letter of March 6, 1997. Please consider my letter of May 19, 1997 which requested that you reconsider your decision as the Department's formal appeal request.

If you have questions, please call me at (510) 286-5129.

Sincerely,

HARRY Y. YAHATA
District Director

By *Nino A. Cerruti*

NINO A. CERRUTI
Project Manager
Benicia-Martinez Bridge Project



DATE: June 4, 1997
TO: Martin Tuttle
FROM: Kim Kloeb
RE: Revised schedule for 1998 State Transportation Improvement Program (STIP)

At the May meeting, the California Transportation Commission (CTC) decided to delay the previously accelerated schedule for development of the 1998 State Transportation Improvement Program (STIP) back to the normal statutory schedule. This was done at the request of Senator Lockyer and Assemblyman Bustamante, who requested the delay to allow time to resolve the issue of funding for seismic retrofit on state owned toll bridges. The level of funding for seismic retrofit from the State Highway Account will impact the STIP Fund Estimate.

MTC staff have issued a draft revised schedule that responds to the revised CTC schedule. It has not yet been approved by the MTC Board. According to the draft schedule, a draft list of STIP candidate projects is now due to MTC from Congestion Management Agencies, including the STA, by September 1. The final list is due to MTC by September 25. MTC is currently developing criteria and applications for the process. MTC staff anticipates that the criteria and application forms will be approved by their board in June. The CTC is scheduled to review a draft Fund Estimate, including bid targets, in July. The final Fund Estimate is scheduled to be adopted by the CTC in August.

We will keep the STA Board and TAC updated on any further revisions to the 1998 STIP schedule. The schedule could be subject to further delays if the seismic retrofit issue is not resolved. Draft CTC STIP policies not related to the Fund Estimate have been released by the CTC staff.

Attachment

REVISED* SCHEDULE FOR DEVELOPMENT OF 1998 STIP (TENTATIVE)

| | |
|---|---------------|
| Informal nominations due to STA. | March 26 |
| Draft Fund Estimate and Bid Targets from Caltrans to CTC | July 8/9 |
| STA TAC reviews project nominations, STA staff recommendations. | July 30 |
| STA Board reviews project(s), makes recommendation. | August 13 |
| Final Fund Estimate and Bid Targets adopted by CTC | August 13/14 |
| Draft project(s) to MTC | September 1 |
| Final project(s) to MTC | September 25 |
| MTC holds hearings on RTIP | November 14 |
| MTC adopts RTIP. | November 19 |
| CTC holds STIP hearings. | January 1998 |
| CTC staff recommendations to CTC. | February 1998 |
| CTC adopts '98 STIP. | March 1998 |

*June 2, 1997

MTC - Metropolitan Transportation Commission
CTC - California Transportation Commission
RTIP - Regional Transportation Improvement Program
STIP - State Transportation Improvement Program
Project nomination - a request to include a project for funding
Fund Estimate - estimate of amount of transportation funding available statewide



METROPOLITAN
TRANSPORTATION
COMMISSION

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May 16, 1997

James P. Spering, Chair
Solano County and Cities

James T. Beall Jr., Vice Chair
Santa Clara County

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

Jane Baker
Cities of San Mateo County

Sharon J. Brown
Cities of Contra Costa County

Mark DeSmithier
Contra Costa County

Dorene M. Giacomini
U.S. Department of Transportation

Mary Griffin
San Mateo County

Eliba Harris
Cities of Alameda County

Tom Hsieh
City and County of San Francisco

Mary V. King
Alameda County

Jean McCown
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Stracasser
San Francisco Bay Conservation
and Development Commission

Doug Wilson
Marin County and Cities

Kathryn Wimer
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yahuta
State Business, Transportation
and Housing Agency

Lawrence D. Dulons
Executive Director

William F. Hein
Deputy Executive Director

The Honorable Quentin L. Kopp
California State Senate
State Capitol, Room 2057
Sacramento, CA 95814

SB 45 (STIP Reform)

Dear Quentin:

MTC has long supported your efforts to reform the State Transportation Improvement Program (STIP) process in favor of local project selection, funding flexibility, and a simplified programming process. As we advised you in January, however, we have taken no formal position on SB 45 because we continue to believe that action on amending state programming rules should await the outcome of federal ISTEA reauthorization this year.

The April 10 amendments to SB 45 — and our subsequent financial analysis of the measure's effect on Bay Area counties — compel me to write to you now and respectfully request that you either consider our suggested amendments to the bill or defer action on STIP reform legislation until the 1998 session.

In summary, our financial analysis comparing current STIP programming rules versus the framework proposed under SB 45 indicates that the bill could cost Bay Area counties 12-25% of existing programming capacity, or \$25-40 million annually. This is so for two principal reasons. First, SB 45 would replace the existing 70% county minimum guarantee with a 75% county maximum share of STIP funding. The Bay Area historically has captured significant discretionary funds above the current county minimum guarantee, thus the 75% maximum proposed by SB 45 is actually less in percentage terms than we have received in recent STIP programming cycles.

Second, the Bay Area also has competed extremely well for separate discretionary program funding that, under SB 45, would be consolidated into the STIP and allocated according to county minimum formula. For example, the Bay Area received over 50% of State-Local Partnership Program (SLPP) and Transit Capital Improvement (TCI) funds in the most recent programming cycles, yet we would receive only 18% of such funds under the STIP's county minimum formula. Both of these points would argue for a greater county maximum share of STIP funding under SB 45; in fact, your first STIP reform bill in 1995 (SB 160) proposed an 85% county share.

Hon. Quentin L. Kopp
May 16, 1997
Page 2

Accordingly, we strongly recommend that you include the following amendments to SB 45 so that the bill does not diminish the financial position of Bay Area counties with respect to STIP funding:

1. Increase the share of regional transportation improvement funding to at least 80% of total STIP funding (Section 39 of the bill).
2. Allow urban regional agencies such as MTC to nominate projects for interregional road funding, provided that the project is located within the agency's jurisdiction but outside an urbanized area of more than 50,000 population. Under SB 45, this authority is only granted to counties with a population of 500,000 or less, which excludes five of the nine Bay Area counties (Section 6).
3. Delete the provisions that authorize the CTC to reject a Regional Transportation Improvement Program (RTIP) in its entirety. SB 45 should provide a clean and clear delegation of responsibility to regional agencies, not subject their decisions to second-guessing by the state. As you said in first proposing STIP reform in 1994: "The regional planning and programming process has matured to the point that those agencies are better capable of addressing their total transportation needs than the state." (Section 9).

If these amendments are not agreeable to you or to other parties necessary to pursue enactment of the bill, then we would urge you to defer action on STIP reform legislation until 1998, when the outcome of federal ISTEA reauthorization may provide other fruitful avenues to explore the realignment of state and regional roles in transportation programming.

Sincerely,



William F. Hein
Deputy Executive Director



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 ♦ Fax 429-2894

May 30, 1997

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Mr. Joseph R. Bateman, Jr.
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

Re: Dixon-Davis Bike Route

Martin Tuttle
Executive Director

Dear Mr. Bateman:

Thank you for your letter dated March 12, 1997, regarding our proposal for the Dixon-Davis Bike Route along the Union Pacific Railroad mainline. While your comments about safety and the need for future rail expansion in this corridor are well taken, we hope the Union Pacific will reconsider the position outlined in your letter.

While we understand your concerns about safety, we are also concerned about bicyclists in our County having to ride on narrow rural two-lane roads, often with no shoulders and confronting high speed truck traffic. As the community of Dixon grows, so does the need for connections with Davis and the University of California. Our citizens, through the Solano Countywide Bikeway Master Plan, identified the Dixon-Davis corridor as a key part of the County's primary regional bikeway system.

We feel the dangers are probably greater for bicyclists riding on the narrow county roads compared to the potential dangers of mixing high speed trains and bicycles in the same 100 foot wide corridor. Our proposal for the Dixon-Davis Bike Route includes fencing (as needed) and regular police patrols. It is our understanding the people who want to trespass on the tracks are essentially unobstructed from doing so now, and the new route users would have little interest in leaving the paved surface. The route could actually improve the emergency response time to the railroad. In terms of future tracks and maintenance needs, the route would be located so as not to interfere with these activities. The route would be closed as needed during railroad maintenance periods. Finally, the County would indemnify the railroad from liability.

May 30, 1997

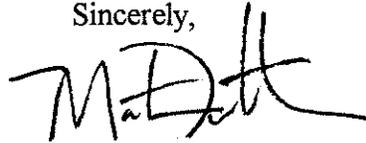
Mr. Joseph R. Bateman, Jr.

Page 2

Enclosed is our Project Study Report for the Dixon-Davis Bike Route the clearly documents the need for this project. Also, we would be pleased to send you additional information on existing trails-with-rails in California and the United States that are already located adjacent to high speed railroad corridors.

Thank you in advance for your reconsideration of our project. Please call me at (707) 438-0652 if I can provide you with additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Tuttle", written in a cursive style.

Martin Tuttle,
Executive Director

cc: Congressman Fazio
Assembly Member Helen Thomson
Mayor Lois Wolk, City of Davis
STA Board
Bicycle Advisory Committee

Latest SEDCORP breakfast exudes air of political and business cooperation

Mayors, vice-mayors, chairs, executive directors – the VIPs in attendance at a recent SEDCORP membership breakfast exuded an air of political and business...cooperation. And for good reason. When the issue is transportation, that issue affects your constituents and employees alike.



NETWORKING

BY LAURA LEE MADONNA
CONTRIBUTING EDITOR

Co-sponsored by the Solano Transportation Authority, the April 16 meeting in Vacaville featured **Carl Guardino**, president and CEO of the Santa Clara Valley Manufacturing Group, as keynotespeaker. Mr. Guardino managed that county's successful campaign for Measures A and B traffic relief initiatives.

Honorable attendees whose interests were peaked that day: mayors **Jim Speering** (Suisun City), **Jerry Hayes** (Benicia), **Bob Louis** (Pittsburg); Vacaville vice-mayor **Len Augustine**; **Steve Lester** and **Martin Tuttle** of the Solano Transportation Authority; **Tom Egidio**, **Jean Krack**, and **E.K. Loving** of the Vallejo, Vacaville, and Fairfield Chambers, respectively; about half the members of the SEDCORP board of directors; and plenty of attentive business executives from Napa to Sacramento.

The bay area is consistently ranked among the top three most congested traffic areas in the nation. To help alleviate

the problem locally, the Solano Transportation Authority is recruiting area industry leaders for their input. As Mr. Guardino pointed out, the Santa Clara County measures would not have been successful without the support of the business community, which was willing to tax itself as part of the process, thus building a coalition.

By the way, congratulations to Mr. Speering for his appointment as head of the nine-county Metropolitan Transportation Council. With his efforts leading Suisun City back from the brink, the council will benefit from his appointment.

More congratulations: **BP Solar** was honored with a standing ovation for bringing 100 jobs to the Fairfield area.

Thanks also to **Bill Wourms** of Alza, **Mary Wallers** of Associated Project Management, **Lou McGinnis** of Dokken Engineering, **Brett Johnson** of NorthBay HealthCare. You know what you did.

Napa eats

Internationally known chef **Wolfgang Puck** has contacted Napa Valley Economic Development Corporation for help in scouting the valley for a new restaurant, according to **Daniel Howard**, executive director at Napa Valley Conference and Visitors Bureau.

Destination marketing is the buzzword from Vintage Estates in Yountville, now that **Vintage Inn**, **Vintage 1870**, and **Villagio Inn & Spa** will fall under its marketing and media relations umbrella. Kudos to the new four-member management team: **Patti Larson** (general manager of both inns); **Jan Fechter** (general manager, **Vintage 1870**); **Stephen Andrews** (director of public relations, **Vintage Estates**); and **Kim-**

berly Markovich (director of sales & marketing for both inns).

The American Center for Wine, Food and the Arts, founded by **Robert Mondavi**, has a new executive director, **Peggy Loar**, founding president and director of the Wolfsonian Museum and Research Center, takes the reins of the Napa organization, whose new \$40 million educational and cultural center is scheduled to open in the year 2000.

Speaking of food and other things good for business, actor **Dustin Hoffman** was seen munching eclectic pizza a couple of times at **Pizzeria Tomatina** in St. Helena. He's in the area shooting a movie.

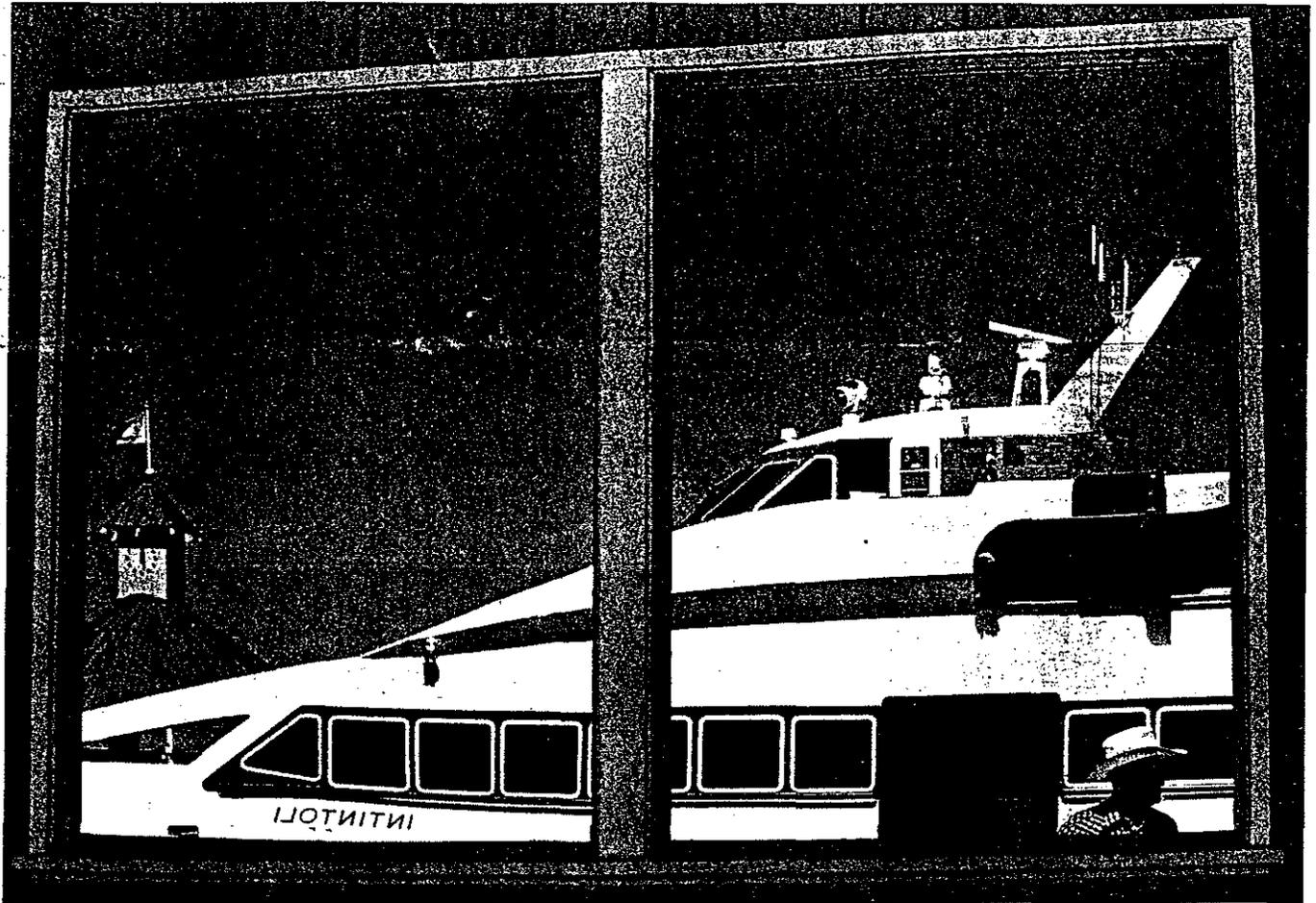
It's hot

At the Solano commercial brokers'

annual marketing session held in May, motivation was on everyone's mind – both client and broker. Citing the news that sales are up in San Francisco and San Jose (which usually means other parts of the bay area will follow suit), new member **Kevin English** of Premier Commercial pledged to "bring in all the leads." And **John Tilley** of Capital Access Group in San Francisco, who bumps into S.F. mayor **Willie Brown** occasionally at a party or two, is hot on SBA loans, saying, "It's hot in the market right now."

Send news and people items to **Laura Lee Madonna** at the *Business Journal*, 5510 Skyline Boulevard, #201, Santa Rosa 95403, or call her at 707-226-7430.

New boat in town



Charlotte Schmid-Maybach/DAILY REPUBLIC

Longtime Vallejo resident Billy MacCurdy, lower right, gets a glimpse of the M.V. Intintoli as it is reflected in a window of the ferry building.

Vallejo, commuters welcome new ferry

By Charles Levin
DAILY REPUBLIC 5/6/97

VALLEJO — Vallejo unveiled the first of two new passenger ferries on Monday, a sleek, blue-and-white catamaran that cuts commute time across the bay to under an hour.

When it opens to the public on May 27, the M.V. Intintoli will make 10 round trips to San Francisco, offering commuters a more flexible schedule, and — city officials hope — bringing more tourist

dollars to Vallejo.

"We're answering the request we've heard since the ferry service began — more choices," said Pam Belchamber, transportation manager.

Surveys show that commuters will abandon Interstate 80 gridlock for San Francisco Bay ferries if the city offers more departure and return times, said Doug Vandekar, transportation planner.

The 134-foot Intintoli and its companion ship, the M.V. Mare

Island, due here in a few weeks, will double the excursions currently available on the 102-foot Jet Cat Express. This includes five departures to San Francisco between 6 and 9 a.m. Return trips will start as early as 4:30 p.m. and leave as late as 7:55 p.m.

City officials, many getting their first look at the boat, believe the ferries will hold more than just commuters eager to leave their cars behind.

They hope the boats will carry

tourists coming to visit Marine World Africa USA, a revitalized downtown, a potential link with the Napa Valley Wine Train and a possible resort at the now-closed Mare Island naval facility.

"This is a huge statement," Councilman Kim Stafford said of the Intintoli. "And that statement is 'Welcome to Vallejo, the new city by the Bay.'"

On Monday, Capt. Skip Murphy

See Ferry, Back Page

Ferry From Page One

took the twin-engined, computerized Intintoli out for a 45-minute tour, cruising outside the Mare Island Strait over placid bay waters at 37.5 knots — nearly 10 knots faster than the Jet Cat Express.

Officials estimate this speed will trim 10 minutes from the current commute and put San Francisco 53 minutes away by water.

The Intintoli holds 300 pas-

sengers, 65 fewer than the Jet Cat. The boat features airplane-style table tops that fall from the seat in front, booth tables, electric outlets for laptop computers and a credit card cellular phone on each of its two decks.

"It's awesome. It's a dream come true, after working on this project for 8½ years," said Cindy Detwiler, a Vallejo resident who has ridden the ferry since its first day of operation on Sept. 2,

1986. "It's like watching your son or daughter graduate from college."

Detwiler, known as the "Ferry Godmother," led the successful grass-roots effort in 1988 that prevented the Public Utilities Commission from closing down the service.

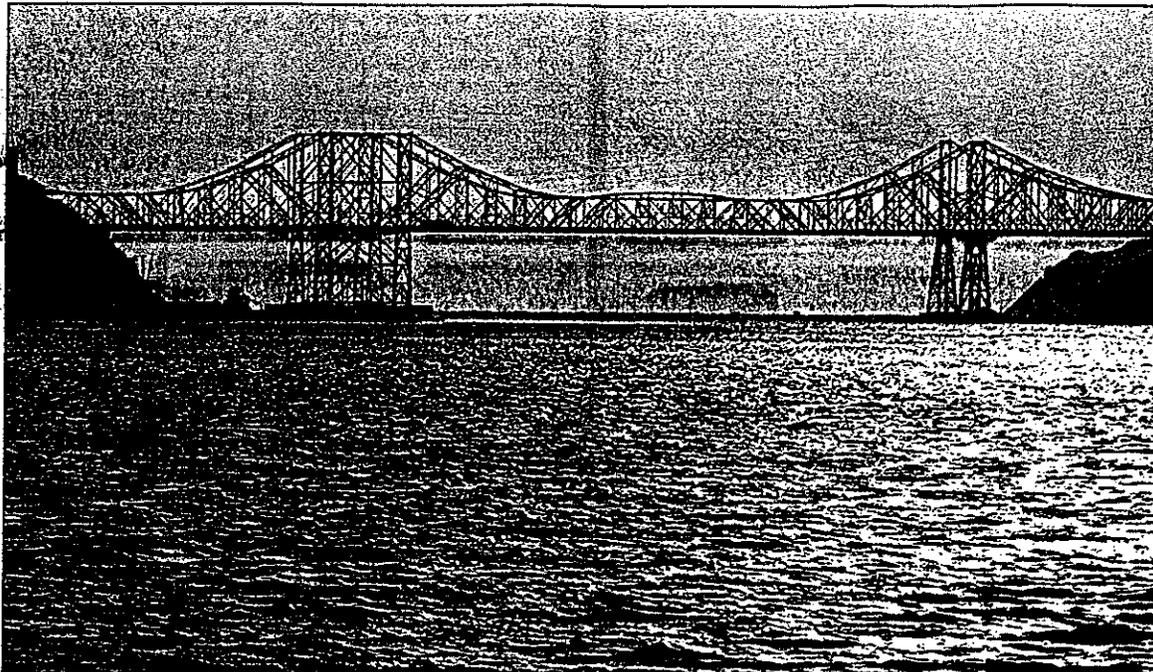
With her North Bay Water Commuters, Detwiler also campaigned for Proposition 116, a 1990 state bond measure that

helped pay for the new boats.

Federal and state funds, 80 percent and 20 percent, respectively, paid the \$14 million tab for the two boats, built by Dakota Creek Industries of Anacortes, Wash.

Ferry prices will continue to be \$7.50 each way with a \$140 monthly pass. The city also introduced a round-trip Day-Pass for \$10.

Bridging the quake gap



Greg Trott/The Reporter

A new \$300 million bridge over the Carquinez Straits could be in place by 2002. Construction should begin in 18 months.

New Carquinez bridge slated for 2002

By John Scheibe
Staff Writer

Reporter
5/24/97

Solano County soon could have its own Golden Gate Bridge.

OK. So it won't be as grand or big as that more famous bridge. And it probably will be painted silver, not orange.

Still, chances are very good it will be a suspension bridge. And it will stretch over the Carquinez Straits, said Martin Tuttle, executive director of the Solano Transportation Authority.

"Once built, it will serve as an impor-

tant landmark and will symbolize the gateway to Solano County," Tuttle said.

The bridge — scheduled to cost between \$260 million and \$300 million — will replace the narrow westbound Carquinez Bridge, built in 1927.

Tuttle said ever-increasing traffic has made the old steel-truss bridge inadequate. And tougher seismic regulations, combined with big earthquakes across California in the past eight or so years, have transportation officials worried how well the 70-year-old bridge will hold up should another big temblor

come this way.

Construction on the new bridge was slated to start in 2001. But Tuttle said the date was moved up because of safety worries about the old bridge.

"It was either build it sooner or spend \$70 (million) to \$90 million to retrofit the old bridge, which from a cost point of view didn't make any sense," Tuttle said.

Tuttle said construction of the 3,350-foot-long bridge is scheduled to start in November 1998. It could be completed

■ See Bridge, Page 24A

Bridge planned ...

■ Continued from Page 1A
by 2002.

"Solano County hasn't seen a project of this magnitude in a long, long time," Tuttle said.

The 82-foot-wide bridge will have four lanes of traffic, plus two 10-foot-wide shoulders.

It also will have a bicycle lane and will accommodate a light-rail train system.

The projected lifespan of the new bridge is about 125 years, so it's being built with a mind toward future technologies and new modes of transportation," Tuttle said.

The new bridge will have two 400-foot-high towers and will be built just west of the old bridge.

Tuttle said several agencies must yet approve the suspension-bridge design.

But he added that the suspension-bridge design likely will be chosen because of its

aesthetic qualities and its technological superiority to other competing designs, which include cable-stayed and arched bridges.

Brigetta Smith, a public information officer with Caltrans, said a design will be chosen by September.

Construction of the westbound bridge comes as Caltrans officials prepare to retrofit the newer eastbound Carquinez Bridge, built in 1958.

She said it will cost about \$125 million to retrofit the newer steel-truss bridge and bring it up to current earthquake standards. That project should start later this year.

Funds for the westbound and eastbound bridge projects have been set aside, Smith said, thanks to a bridge toll hike approved by voters in 1988.

Gridlock remedy

(5-24-97)

I-80 reliever route funding becomes critical

A trip along Interstate 80 from Dixon to Cordelia is no longer an unruffled sally along a fast-moving asphalt ribbon. Dreaded gridlock, endemic to the "big counties" of the Bay Area, has reached into Solano to seize everyday motorists.

Without help, and soon, the freeway will become a traffic bog, thrusting not only vehicles, but the local economy, into a mire. Fortunately, a proposal to mitigate growing I-80 congestion is before Rep. Frank Riggs.

Within the congressman's sprawling 1st District, one project will earn funding as a priority within the Intermodal Surface Transportation Efficiency Act. Rep. Riggs could — and should — choose the I-80 Reliever Route project between Vacaville and Suisun City as the recipient of the funding.

Solano Transportation Authority has proposed improvements to local roads to create four continuous lanes on "back roads" between key job centers in Vacaville, Fairfield, Travis Air Force Base and Suisun City. With \$59 million in

federal funds, and \$15.3 million in matching local and state money, local traffic could be removed from I-80 and sent along a reliever route on Leisure Town, Vanden, Hill and Walters roads.

It may not be long before the freeway becomes a slow, slithering snake of trucks, cars and vans.

A 1995 Caltrans study showed 165,000 vehicles on an average day travel I-80 between Interstate 680 and Highway 12. The freeway serves a significant number of motorists making local trips. With growth picking up momentum, it will not be long before the free-

way becomes a slow, slithering snake of trucks, cars and vans.

Vacaville will achieve major roadway improvements, including a new Leisure Town freeway overpass, widening of Leisure Town Road to four lanes, and an extension of it to Vanden Road.

Rep. Riggs should realize that the need in his district is greatest in Solano County, along I-80, where traffic congestion threatens not only the economy, but also the quality of life. He must designate Solano's reliever route project for funding.

(Reporter)

Friday, May 16, 1997 — 11C

Traffic congestion rising in Bay Area

SAN FRANCISCO (AP) — Commuters in the San Francisco Bay area wasted 90,000 hours a day stuck in traffic last year as traffic congestion increased 31 percent — and even more in San Mateo and Santa Clara counties, state highway officials said.

In fact, there are now 284 miles worth of roads in the region that are regularly congested, according to a California Department of Transportation's annual congestion report, released Wednesday.

The most congested roadways can be found everywhere from Silicon Valley to Marin County and the edges of Contra Costa County.

The report estimates the daily back-ups cost the San Francisco Bay area economy more than \$210 million a year.

"There is a lot of job growth in areas where there's a shortage of housing, so people have to drive a long way to work," said Caltrans spokesman Jeff Weiss. "That puts a lot of stress on the roads."

Areas with the worst traffic congestion include:

- San Mateo County, with congestion up 126 percent — a big chunk of which comes on Highway 101 near Redwood Shores. That stretch went from the 27th most congested highway in 1995 to No. 9 last year.

- Alameda County up 38 percent with Interstate 880 between Fremont and Milpitas cracking

the Top 10 list of congested roads for the first time.

Meanwhile, San Francisco actually saw a 3 percent drop in the number of hours commuters dawdled away in traffic tie-ups. Caltrans said the likely reason was the Central Freeway closure, which directed traffic off of the freeways covered by the congestion report and onto city streets, where commuters have complained things are plenty congested.

Caltrans is currently launching several billion dollars in freeway improvement projects, including widening the San Mateo Bridge. But those won't be enough to keep up with the skyrocketing demand for space on the roads.

"The roads just can't keep up with the growth," said Caltrans spokesman Weiss. "More people move here than we can handle."

Both Caltrans and the regional agency, the Metropolitan Transportation Commission, are trying to encourage drivers to use the roads more efficiently by forming car pools or using public transit.

Eventually, they believe, the congestion will push drivers into time-saving alternate modes of transit.

"Instead of trying to build things wider, the philosophy is to better manage the road space we have," said Rod McMillian, a planner with the MTC.

Assembly OKs Gas Tax for Ballot

Plan to raise funds to help Bay Area transportation

By Greg Lucas and
Robert B. Gunnison

Chronicle Sacramento Bureau

Sacramento

The Assembly passed a bill yesterday that would allow Bay Area residents to vote on whether to increase gasoline taxes by as much as dime a gallon to raise \$4 billion for a long list of local transportation projects.

The bill's sponsor, the Metropolitan Transportation Commission, said the purpose of the measure was not to pay for a new eastern section of the Bay Bridge, but to cover the costs of maintaining and improving the region's existing transportation network.

"Bay Area residents have always placed transportation as a high priority," said the bill's author, Assemblywoman Valerie Brown, D-Kenwood, after the bill was approved on a 41-to-30 vote by the 80-member Assembly.

MTC has kicked around the idea of a nine-county gas tax to cover the shrinking investment by

the state and federal government in transportation, both highways and mass transit.

Although a portion of the money raised by the tax could be used for seismic retrofitting on Bay Area bridges, 95 percent of the money raised by the gas tax in a county would have to be spent on projects in that county. That would make it difficult to use the revenue to pay for a big-ticket project like replacement of the eastern part of the Bay Bridge, estimated to cost at least \$1.5 billion.

Even if it could be used for that purpose, Steve Heminger of MTC said the time needed to create a list of projects to be paid for with the gas tax revenue would preclude the measure from being put before voters sooner than 2000.

"This is a long-term funding measure," Heminger said. "The toll bridge issue is an immediate funding problem. It's our hope and expectation the issue of funding retrofit of state-owned toll bridges will be resolved long before our measure appears on the ballot."

Under the bill, a 10-cent gas tax would raise \$4 billion over 20 years. The increase would vanish after 20 years. Motorists now pay 36 cents in gas tax — 18 cents imposed by the state; 18 cents by the

federal government.

Two-thirds of the voters in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and Solano counties would have to approve the tax before it takes effect.

MTC estimates that just to maintain local streets and roads including signs and lights over the next 20 years will cost nearly \$2.8 billion. Another \$1.5 billion will be needed for upkeep of transit systems around the area.

Bay Area residents have shown a willingness to tax themselves for transportation. In 1988, they approved Regional Measure 1, which increased all local bridge tolls to \$1 with the revenue earmarked for various bridge, highway and transit projects around the Bay Area.

The Assembly spent almost as much time debating another bill by Valerie Brown, this one to require the state to regulate tattooing and body piercing businesses and counties to inspect the businesses once a year.

The bill is aimed at ensuring the businesses maintain safe and clean operations. Currently, it is a misdemeanor to tattoo or offer to tattoo a person younger than 18, but body piercing and tattooing businesses have no other specific regulations. The bill was sent to the Senate on a 47-to-19 vote.

Also approved were two bills that would allow more public scrutiny of the proposed merger of Stanford University Hospital and University of California San Francisco Medical Center.

One bill, by Assemblywoman Carole Migden, D-San Francisco, would require that the estimated \$300 million assets of the new hospital remain "subject to continued oversight" by the Legislature. It was sent to the Senate, on a 41-to-34 vote, the exact majority needed.

The second, by Assemblyman Kevin Shelley, D-San Francisco, would require that the new hospital to comply with the state's public records and open meetings laws, which has been opposed by Stanford. It was sent to the Senate, 47 to 26.

New Carquinez toll system set for summer

■ Motorists will be able to pay without stopping

By David Jackson
Times-Herald staff writer (6-3-97)

A high-tech system that allows motorists to pay toll charges without stopping will go into operation on the Carquinez Bridge late this summer, the Times-Herald has learned.

The California Department

of Transportation will use the Vallejo bridge as a proving ground for automated toll collection systems elsewhere. After working out the bugs, the agency plans to install it next year on six more toll bridges in the Bay Area and two in Southern California.

Caltrans will hold a press conference in Vallejo today to announce that the automated toll collection system passed

reliability tests conducted this spring, two officials familiar with the project said Monday.

Companies with large fleets of vehicles be the first allowed to begin using the system, beginning in July. It will be marketed to the general public later this summer, the officials said.

In the Bay Area, automated toll collectors are to be installed on the Bay, Antioch,

Benicia-Martinez and Richmond-San Rafael bridges in May, 1998. The San Mateo-Hayward and Dumbarton bridges are scheduled to receive the systems in late 1998.

In Southern California, the Vincent-Thomas and San Diego-Coronado bridges are expected to receive the systems in late 1998.

(See Toll, A7)

Toll

(From A1)

The toll collection system is being developed and installed by MFS Network Technologies Inc. of Omaha. The total project, which includes replacement of the Caltrans' outdated accounting system, will cost \$30 million.

The system uses a 3½-inch transponder that motorists place inside their vehicles. Electronic equipment will scan the transponder as a vehicle passes through a toll plaza and deduct a toll charge from the customer's prepaid account.

Other devices at the toll plaza measure the vehicle's length and number of axels to determine the correct toll charge.

Drivers will probably be required to slow down to 30 or 35 mph as they pass through the plaza, a source said.

If motorists drive through without a transponder, the system will record the license number and an image of the vehicle and transmit the information to law enforcement agencies.

The system was first tested on the Carquinez Bridge last year. It fell just short of a contract requirement that the sys-

If motorists drive through without a transponder, the system will record the license number and an image of the vehicle and transmit the information to law enforcement agencies.

tem correctly identify vehicles and assess the proper toll charge 99.8 percent of the time.

MFS fine-tuned the system, and Caltrans retested it between March and May of this year. This time it met the 99.8 percent standard, a source said.

When the system goes into operation on the Carquinez Bridge, Caltrans plans to es-

tablish two lanes for the exclusive use of the system's customers. However, every lane will be outfitted with the equipment, allowing customers to use any lane.

Earlier this year, an MFS spokesperson said the project will increase the traffic-handling capacity of toll plazas and reduce air pollution by cutting down on the number of vehicles that must stand idling while their drivers wait to pay tolls.

MFS developed the toll collection system under a performance-based contract that calls for the bulk of its compensation to come after it has been successfully tested and installed.

To date, Caltrans has paid the firm \$389,000. Another \$1.5 million will be paid with today's announcement that the system passed the reliability test, a source said.

MFS developed a non-stop, automated toll collection system for a 10-mile section of privately-owned express lanes along State Route 91 in Orange County. The \$1 million toll collection facility has been in operation since December 1995.

June 11, 1997
Agenda Item 6.0



DATE: June 4, 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 May 14, 1997.
- 6.2 Draft minutes of May 28, 1997 TAC Meeting.
- 6.3 Revised STA Accounting Policies and Procedures.
- 6.4 Contract for 1997-98 Administrative Services Between the STA and the City of Vacaville.
- 6.5 Freeway Agreement for the new Benicia/Martinez Bridge.
- 6.6 Contract with Macias, Gini and Company for 1996-97 Audit.



SOLANO TRANSPORTATION AUTHORITY
Minutes of the Meeting of
May 14, 1997

Minutes by: Kim Kloeb

1.0 Call to Order - Confirm Quorum

Chairman Lessler called the meeting to order at 6:05 pm. A quorum was confirmed.

MEMBERS

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

MEMBERS

ABSENT: None

ALSO

| | | |
|-----------------|------------------|---------------------|
| PRESENT: | Alan Nadritch | City of Benicia |
| | Richard Mitchell | DAVE Transportation |
| | Morrie Barr | City of Fairfield |
| | Kevin Daughton | City of Fairfield |
| | Brent Ogden | Korve Engineering |
| | David Murray | MTC |
| | Robert Grandy | Smith and Kempton |
| | John Gray | Solano County |
| | Martin Tuttle | STA |
| | Kim Kloeb | STA |
| | Dan Christians | STA |
| | Matt Todd | STA |
| | Stacy Medley | STA |
| | Gian Aggarwal | City of Vacaville |

Paul Hom
Pam Belchamber
Gary Leach

City of Vacaville
City of Vallejo
City of Vallejo

2.0 Approval of Agenda

The agenda was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Member Helen Madere.

3.0 Executive Director's Report

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

- Tuttle noted that Dan Christians had participated in the first joint meeting of the Yolo-Solano and Bay Area Air Quality Districts.
- There has been no change in the status of negotiations for the transfer of the administration of the Capitol Corridor passenger rail services from Caltrans to the Capitol Corridor Joint Powers Board. Tuttle, who is a part of the negotiation team, announced that a final agreement has not been reached with Caltrans. Senator Kopp has volunteered to facilitate the negotiations.
- The next joint meeting of the Contra Costa Transportation Authority and the STA will be held on May 22. Caltrans is scheduled to present a report supporting the Caltrans preferred proposed location of the new Benicia/Martinez Bridge. The report was prepared in response to the Coast Guard's recent decision to deny a permit for the new Benicia/Martinez Bridge on the presently proposed alignment. Caltrans staff will meet with representatives of the Union Pacific Railroad in an attempt to reach consensus on the alignment of the new bridge. Union Pacific is the major opponent of the proposed alignment. By May 18, Caltrans will request the Coast Guard to reconsider their position, regardless of the outcome of the meeting with Union Pacific.
- Caltrans District 10 has informed the STA that the Highway 37 project will be delayed by at least one year, from 2001 to 2002, due to longer than anticipated response time from the Federal Highway Administration. The cost of the project will be increased by \$5.15 million due to the need to relocate sewer lines in the corridor. The City of Vallejo will meet with Caltrans District 4 to request that this stage of the project's development be transferred to District 4 from District 10. Recent downsizing at District 10 has impaired their ability to advance the project.
- Tuttle noted that the California Transportation Foundation had named Mayor Jim Spering as the "Elected Official of the Year" at their April 30 meeting. The STA had been one of four finalists for the "Organization of the Year" award. He also noted that the STA co-sponsored reception for Mayor Spering on April 28 had been a very successful, and enjoyable, event.

- Tuttle informed the STA Board of the recent CTC decision to delay the schedule for the development of the 1998 State Transportation Improvement Program (STIP). Legislators had 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. He also noted that David Murray of MTC would provide a brief update on this under staff comments.
- Tuttle noted that the recently formed SEDCORP Transportation Action Team has committed \$30,000 in private funding to the development of a Solano County transportation plan to address the transportation needs of the community. He noted that their effort would be coordinated with the STA's development of a countywide transportation plan update. Tuttle anticipated that the SEDCORP plan would be completed by September of 97.
- The MTC sponsored bill, AB 595 (V. Brown), which would authorize up to a 10 cent per gallon fuel tax in Bay Area counties, subject to voter approval, was approved by the Assembly Transportation Committee on April 21. The bill was approved by the Assembly Appropriations Committee on May 7. It is now pending on the Assembly floor.
- AB 827 (Thomson), 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.
- The STA sponsored bill, AB 930 (Thomson), to obtain funding for the Dixon to Davis Bicycle Route from the Petroleum Violation Escrow Account has been approved by the Assembly Transportation Committee and is in the "suspense" file until after the 1997-98 state budget is passed.
- Sacramento Regional Transit (RT) has approved a plan for Yolo Transit Authority to provide a two year demonstration transit service to the Sacramento Airport, which is one of the few airports in the country not served by transit. The service will be provided by Yolobus, but must be approved by RT to operate in their district. The STA had supported approval of the demonstration project.
- Tuttle noted that there would be a reception to honor the new Vallejo Ferry boats on May 16 in Vallejo.
- Tuttle also noted that a new summary of the STA Priority Projects had been prepared for a meeting with new Caltrans District 4 Director Harry Yahata, and that the summary was in the Members' meeting folders.

4.0 Comments/Updates from Staff, Caltrans, MTC

David Murray of MTC provided a short update on the programming process for the State Transportation Improvement Program (STIP). At their May meeting the CTC had decided to delay the previously accelerated schedule back to the normal statutory schedule. David Murray said that nominations for STIP projects would now be due to MTC by September 25. MTC is currently developing criteria and applications for the process.

John Gray updated the STA Board on the status of transit service to the Dixon Migrant Labor Camp. The service had been provided late in the season last year and there was no ridership. John Gray noted that the service is being provided again this year and was utilized by at least two persons from the camp so far. He said that the weekly service would be continued on a trial basis.

5.0 Opportunity for Public Comment

There were none.

6.0 Consent Agenda

The Consent Agenda included the following 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.**

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

7.3 One Year Extension for Solano Paratransit Contract.

This item was heard out of order while awaiting the arrival of Mayor Jim Spering, as item 7.1 required a unanimous vote, and item 7.2 was dependant upon the approval of item 7.1. Matt Todd explained that the STA's contract with the City of Fairfield to operate Solano Paratransit was for the current year only. The contract contained options for two additional years, and STA staff recommended that the option for the second year be exercised.

Matt Todd noted that as part of the larger City of Fairfield transit contract, the STA enjoyed certain economies of scale that would not be possible if they contracted independently for transit services. He also noted that the contract hourly cost would increase by 2.7 percent to cover increased operating costs.

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

7.1 STA 1997-98 Budget.

Martin Tuttle presented this item. He noted that the Salaries and Benefits component of the budget

had been increased, mostly to reflect the STA contribution to the 401(a) Plan and Public Employees Retirement System (PERS). Services and Supplies had been reduced by over \$16,000 to reflect the lack of "start up" costs that the STA had experienced in their first year as an independent agency. The contract cost for Solano Paratransit would increase by 2.7 percent under the contract approved in item 7.3. Tuttle noted that the proposed budget included \$2,500 for a membership in SEDCORP. Tuttle also noted that the total increase in the proposed member contribution was about \$18,000, or about 4 percent. He also noted that both TDA and Gas Tax were estimated to increase by at least that percentage for 1997-98. Martin Tuttle also noted that the staff recommendation included amendments to the 1996-97 budget.

Mayor Jerry Hayes moved approval of the budget as recommended, which was seconded by Member Bill Patchell. Supervisor Barbara Kondylis asked if the motion could be amended to exclude the proposed expenditure for the SEDCORP membership. Mayor Hayes so amended his motion, which was again seconded by Member Patchell. The amended motion was passed unanimously.

Mayor Jerry Hayes moved that the SEDCORP membership expenditure also be approved. This motion was seconded by Mayor Jim Spring. This motion was approved on a 7 to 1 vote, with Supervisor Kondylis voting no.

7.2 1997-98 TDA/STAF Claim for Solano Paratransit operations, planning, administration and intercity transit coordination.

Matt Todd explained the proposed claims for STA administration and for Solano Paratransit operations. Dan Christians explained that \$170,000 in State Transit Assistance Funds (STAF) would be used for the further implementation of the Intercity Transit Coordination Study, and for a coordinated countywide marketing effort.

The claims were unanimously approved as proposed on a motion by Mayor Jerry Hayes with a second by Member Rischa Slade.

8.2 1997-98 Unmet Needs Response.

Matt Todd presented the staff recommendation for responses to the annual Unmet Transit Needs hearings. The staff responses were based on input from the transit staffs of the member jurisdictions. The staff recommendation was unanimously approved as proposed on a motion by Member Bill Patchell with a second by Mayor Jerry Hayes.

8.3 1998-99 Traffic Systems Management (TSM) requests.

Kim Kloeb presented a staff proposal to apply for \$4.9 million in TSM funds for improvements to the interchange of I-80/680, as recommended in the Funding Strategy for the I-80/680 Interchange Complex - Initial Phases, adopted by the STA Board in February. He requested STA Board approval to submit the application. He also recommended that the STA Board support a proposed application from the City of Vacaville for \$220,000 in TSM funds for an interim solution to the operational problems at the interchange of I-80/505.

Kim Kloeb also recommended that the STA Board support the ultimate improvements to the I-80/505 interchange as part of the State Highway Operations and Protection Program (SHOPP). Kloeb noted that the TAC had approved the staff recommendation at their April meeting.

Drawings of the proposed improvements to the interchange of I-80/680 were distributed to the STA Board. Gian Aggarwal of Vacaville provided drawings of the proposed improvements to the I-80/505 interchange, and explained in detail the improvements proposed to be funded from the TSM program.

Mayor Jim Spering recommended that the STA support the proposed improvements to the I-80/505 interchange as a high priority safety improvements in Solano County for inclusion in the SHOPP program. During the discussion Mayor Don Erickson commended the City of Vacaville staff on the recent completion of the Allison overcrossing.

The staff recommendation was unanimously approved on a motion by Mayor Jerry Hayes, with a second by Member Helen Madere.

9.1 North Gate Road Update.

John Gray of the Solano County Transportation Department presented this item. He noted that due to past accidents on North Gate Road, the US Air Force had requested that Solano County improve the road. The County did not have adequate funding for the improvements, but did develop a plan for an extension of North Gate Road to Leisure Town Road. The County proposed that the Air Force fund the improvements. The Air Force and the City of Vacaville objected to the plan on the basis that it would increase traffic to the rear gate, and on local Vacaville streets and roads.

During the development of the I-80 Reliever Route, specifically the Leisure Town Road Extension, the County revised the plan to eliminate the proposed railroad over crossing. The revised plan proposed a new at-grade crossing, the elimination of the existing at-grade crossing at Canon Road, and a connection to the Leisure Town Road Extension.

County staff approached staff from Vacaville, Fairfield, and the STA and formed a consensus of support for the revised plan. The revised plan was submitted to the Air Force, and did not receive their support.

Martin Tuttle noted that without the support of the Air Force, the proposed improvements would not be funded or implemented. John Gray noted that the recent volumes of 5,500 vehicle per day were significantly higher than the volumes of 3,500 per day previously reported to the Air Force. Mayor Jim Spering and Member Rischa Slade recommended that the STA again approach the Air Force.

9.2 Vallejo Ferry Boat Plan Update.

Pam Belchamber updated the STA Board on the recent arrival of two new ferry boats to provide increased service from Vallejo to San Francisco. She provided some past history of the service, and information on the revised schedules and fare structure.

Pam Belchamber informed the STA Board that a reception would be held in honor of the arrival of the new boats on May 16. Regular weekend service would begin on May 24, with regular commute service beginning on Tuesday, May 27.

9.3 Vacaville CNG Facility and Vehicles Update.

Gian Aggarwal presented this item. He noted that the City of Vacaville had secured funding for the acquisition of two Compressed Natural Gas transit vehicles and the development of a fueling facility to service the transit vehicles, other city CNG vehicles, and CNG vehicles from other government agencies. The fueling facility will be located in the Vacaville Corporation yard, and will offer bulk rates on CNG to government customers.

9.4 Video on Traffic Calming.

This item was postponed until after the adjournment of the regular meeting, so that STA Board Members who needed to leave could do so.

9.5 Board Members Comments.

There were none.

9.6 Adjourn

Chairman Lessler adjourned the meeting at 7:35 pm. A fifteen minute video on traffic calming was shown after the meeting.



DRAFT

TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
May 28, 1997

AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:38 p.m. by Dan Christians at the STA conference room. Dan said that Martin Tuttle was giving a talk at another meeting and would arrive later in the meeting.

| | | |
|-----------------|-------------------|----------------------|
| PRESENT: | Saaid Fakharzadeh | Caltrans, District 4 |
| | Ace Forsen | Caltrans, District 4 |
| | Janet Koster | City of Dixon |
| | Morrie Barr | City of Fairfield |
| | Kevin Daughton | City of Fairfield |
| | Ed Stewart | MTC |
| | Paul Wiese | Solano County |
| | Dan Christians | STA |
| | Kim Kloeb | STA |
| | Matt Todd | STA |
| | Martin Tuttle | STA |
| | Otto Bertolero | City of Suisun City |
| | Gian Aggarwal | City of Vacaville |

AGENDA ITEM 2. APPROVAL OF AGENDA

On motion by Paul Wiese, second by Janet Koster, the agenda was approved.

AGENDA ITEM 3. MINUTES OF MEETING OF APRIL 30, 1997

On motion by Paul Wiese and second by Gian Aggarwal, 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

Dan Christians commented that items going to the Board that are not on the TAC agenda include: the administrative services contract with the city of Vacaville, and a proposal to terminate the STA's participation in Social Security and establish a 401(a) employee retirement system. Ace Forsen added that Caltrans has chosen a suspension bridge for the Carquinez bridge, and that this should be officially approved tomorrow.

AGENDA ITEM 6. AB 1020-BICYCLE LANE ACCOUNT

Dan Christians presented this item. Dan said that staff is continuing to monitor this item and he suggested that it be deferred to the BAC for a review before formulating a position on the bill.

AGENDA ITEM 7. CITYLINK ROUTE 30 SERVICE PROVIDER

Matt Todd reviewed the funding history of the Citylink Route 30 service and the recent events leading to the staff recommendation to work with Yolobus to provide the service with a CNG fueled bus. Matt reviewed the proposals received to operate the service with an alternative fueled vehicle, and explained in more detail the Yolobus proposal staff is recommending. The proposal would combine the current Route 30 with the current Winters route in the Yolobus system into one loop route. Matt recommended the TAC approve the concept to work out the details of the proposal with Yolobus, and that a contract be brought back for final approval. Three issues that need to be resolved before this proposal can be pursued include approval by the city of Winters, approval of the air district funding, and securing a bus to supply to Yolobus as part of their proposal. There was discussion about the schedule and the starting date for the service. After further discussion, Matt assured the TAC that the TTAC, and especially staff of the cities Route 30 serves, would be involved in the process to implement this proposal. On motion of Janet Koster and second by Paul Wiese, the TAC approved the concept of working with Yolobus and Solano transit operators to implement the proposal.

AGENDA ITEM 8. FREEWAY AGREEMENT FOR THE NEW BENICIA/MARTINEZ BRIDGE

Paul Wiese presented this information item. Paul explained that he would be taking this Freeway Agreement to the Board of Supervisors and to please call him if there were any comments.

AGENDA ITEM 9. REVISED SCHEDULE FOR 1998 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Kim Kloeb reviewed the recent history of the STIP schedule and the events that led to the acceleration of the schedule, and the change back to the statutory schedule because of the seismic retrofit issue. Ed Stewart added that the CTC should have a draft fund estimate in July and a Final Fund estimate in August. Kim added that Solano needs a draft list of candidate projects by September 1 and a final list by September 25.

AGENDA ITEM 10. PROPOSAL FOR NORTH BAY REGIONAL CENTER SUBSCRIPTION TRIPS

Matt Todd explained the potential subscription service proposal for the Solano Paratransit service that could bring in new revenue to the program and assist with the farebox recovery ratio of the service. Matt said that this is a request for funds from the North Bay Regional Center (NBRC) to operate a program for their clientele. If funding is approved, it will cover the full cost of the service and would not affect the budget of the program. If the NBRC does not approve the funding, Solano Paratransit will not operate the program. The subscription trip policy for Solano Paratransit is specified in a Board approved policy.

AGENDA ITEM 11. COMMENTS ON RTP TRACK 2 MEETINGS

Dan Christians said that comments from the Track 2 discussion last month with Michelle Morris Brubaker are included in the packet, as well as the comments from a meeting on Track 2 she held with the Contra Costa TAC. Ed Stewart added that the comments from all the Track 2 meetings are being forwarded to the MTC.

AGENDA ITEM 12. 1997-98 PRIORITY PROJECT DESCRIPTIONS

Martin Tuttle arrived at this time. Dan Christians explained that this is a first draft of the detailed descriptions of the priority projects for next year, similar to the format we used last year. Dan asked that any comments be given to the STA by Tuesday so they can be included in the Board packet. It was asked if the projects were ranked in any order, and Martin Tuttle responded that all the projects are a priority, the list is in a random order.

Martin Tuttle added that a STA personnel policies and procedures, a revised accounting policies and procedures, renewal of the administrative contract with Vacaville, and a proposal to terminate the STA's participation in Social Security and establish a 401(a) program will be brought to the Board in June. Martin also handed out copies of editorials in support of the Reliever Route and said that more information on the ISTEA earmark request should be available in a few weeks.

There was also a discussion on the joint effort with SEDCORP for a Solano Transportation Plan. He said that interviews were recently held with Will Kempton and Irene Goodwin consulting groups to prepare the plan. Martin said that this issue may be brought to the Board as soon as June 11. Initial proposals have the TAC involved in the planning process, with the Board making the final approval.

ADJOURNMENT

Meeting was adjourned at 2:43 p.m.



DATE: May 30, 1997
TO: STA Board
FROM: Stacy Medley
RE: Revised STA Accounting Policies and Procedures Manual

During the past year, staff has been using the STA's version of Accounting Policies and Procedures manual which coordinates with Solano County's policies and procedures. The revised Accounting Policies and Procedures manual includes all necessary changes to coordinate with the City of Vacaville's policies and procedures. These changes will make it easier for STA and the City to follow similar policies and procedures. A couple of key areas include:

- Streamlining with the City's accounts receivable payable system.
- Streamlining with the City's purchasing procedures and being able to piggyback with them for cost savings on supplies.

A copy of the manual is available upon request.

Recommendation

Approve the revised Accounting Policies and Procedures manual.

June 11, 1997
Agenda Item 6.4



DATE: May 30, 1997
TO: STA Board
FROM: Martin Tuttle
RE: City of Vacaville Administrative Services

The City of Vacaville proposes to continue to provide financial, benefit management and legal services for the STA for fiscal year 1997/98. The 97/98 budget approved by the Board in May includes funding for the following:

- Financial services (accounting, payroll, etc.) \$ 26,000
- Benefit management \$ 5,000
- Legal services \$ 5,000

The STA -- as a reorganized independent public agency -- has benefited a great deal from the professionalism and responsiveness of Vacaville's administrative staff during the past year. The unique contract enables the STA to have access to the expertise of a larger public agency's staff, providing the STA with exceptional and cost-effective administrative services.

Recommendation

Approve the proposed contract for administrative services with the City of Vacaville for fiscal year 1997/98.

Attachment

**AGREEMENT BETWEEN THE SOLANO TRANSPORTATION
AUTHORITY AND CITY OF VACAVILLE FOR
PROFESSIONAL AND TECHNICAL SERVICES**

THIS AGREEMENT is made and entered into this ____ day of _____, 1997, by and between the SOLANO TRANSPORTATION AUTHORITY (hereinafter "STA") and the City of Vacaville (hereinafter "CITY").

W I T N E S E T H

WHEREAS, the STA consists of Solano County and its seven cities operating under a joint powers agreement which defines its duties and responsibilities; and

WHEREAS, the STA requires professional and technical assistance for accounting, personnel and legal services; and

WHEREAS, the CITY is a public agency which is willing and able to furnish assistance to the STA under the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and of the mutual promises hereinafter expressed, and intending to be legally bound thereby, the parties do mutually agree as follows:

1. SCOPE OF SERVICES

The STA hereby engages CITY and CITY agrees to perform procedures as outlined in the attached proposal for services hereto as Exhibit A and incorporated herein by reference.

2. CITY'S PERSONNEL AND WORKING RELATIONSHIP WITH STA

A. Except as otherwise provided in Exhibit A, all of the service hereunder to be performed by CITY shall be performed by CITY personnel and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under state and local law to perform such service.

B. Except as provided in Exhibit A, none of the work or services covered by this Agreement shall be subcontracted by CITY unless approved in writing in advance by the STA.

C. Except as provided in Exhibit A, any subcontracts in connection with work or services covered herein will be undertaken by direct contract between STA and said consultants.

3. COMPENSATION

CITY shall be compensated for all labor, materials, overhead and other costs incurred as outlined in Exhibit A, for work performed pursuant to this agreement.

4. METHOD OF PAYMENT

The STA shall pay CITY on the last day of the month for all costs incurred within the same month. CITY will prepare a journal entry charging the STA a pro-rated dollar amount for all set fee items and an amount equal to the cost of the work performed for all items billed on an hourly basis including legal services. Within 30 calendar days after the end of the applicable month, CITY shall submit a cost report to STA and supporting evidence and computations for all items charged to STA, including an itemization of items billed on an hourly basis.

5. RECORDS

CITY shall maintain complete and accurate records with respect to costs incurred under this Agreement. All such records shall be maintained on a generally accepted accounting basis and shall be clearly identified and readily accessible. CITY shall provide free access to the representatives of the STA during regular business hours to such books and records, and the right to audit the same, and to make transcripts therefrom as necessary, and to allow inspection of all work, data, documents, proceedings, and activities relating to the performance of this Agreement for a period of three (3) years from the date of final payment for work performed under this Agreement.

6. PRIOR AGREEMENTS, AMENDMENTS AND MODIFICATIONS

This AGREEMENT, including all Exhibits attached hereto, represents the entire understanding of the parties as to those matters contained herein. No prior oral or written understandings shall be of any force or effect with respect to those matters covered hereunder. No change, modification or amendment hereto will be valid, unless in writing and signed by both parties.

The parties hereto may from time to time require changes in the scope of the services and in the performance of such services. Such changes, including any increase or decrease in the amount of compensation to CITY, which are mutually agreed upon by and between the parties hereto, shall be incorporated as written amendments to this Agreement and to the STA's annual Overall Work Program and Budget, when appropriate.

7. TERMINATION

Either party hereto may terminate this Agreement without cause at any time by giving written notice of such termination to the other party and specifying the effective date thereof, at least thirty (30) days before the effective date of such termination. In that event, CITY shall be reimbursed its allowable costs incurred and pro-rated compensation in accordance with Section 3 of this Agreement, as of the date of termination.

8. HOLD HARMLESS

STA shall indemnify, hold harmless and assume defense of, in any action of law or equity, the CITY, its officers, employees, agents and elective and appointive boards, from all claims, losses, damages, including property damages, personal liability, including death, liability, actions, and causes of actions of every kind, nature and description, directly or indirectly arising from the

operations of STA or of any persons directly or indirectly employed, by, or acting as agent for STA, but not including the sole negligence or willful misconduct of the CITY. This indemnification shall extend to claims, actions, causes of actions, losses, damages, injury and liability for injuries occurring after completion of the services rendered pursuant to this Agreement, as well as during the progress of rendering such services. Acceptance of insurance certificates required under this Agreement does not relieve STA from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to all damages and claims for damages of every kind suffered, by reason of any of STA operations regardless of whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

9. TERM OF AGREEMENT

The term of this AGREEMENT shall be from July 1, 1997 to June 30, 1998, subject to the provisions of section 7 of this AGREEMENT (termination).

10. GOVERNING LAW

CITY and STA agree that the law governing this AGREEMENT shall be that of the State of California.

11. VENUE

In the event that suit shall be brought by either party to this agreement, the parties agree that venue shall be exclusively vested in the state courts of the County of Solano, or where otherwise appropriate, exclusively in the United States District Court, Eastern District of California, Sacramento, California.

12. WAIVER

STA agrees that waiver by CITY of any breach or violation of any term or condition of this AGREEMENT shall not be deemed to be a waiver of any other term or condition contained herein or a waiver of any subsequent breach or violation of the same or any other term or condition.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first written above.

SOLANO TRANSPORTATION AUTHORITY

By Chairperson: _____

CITY OF VACAVILLE

By Mayor, City of Vacaville

REVIEWED AND RECOMMENDED FOR APPROVAL

By Executive Director, Solano Transportation Authority

By City Manager, City of Vacaville

By Finance Director, City of Vacaville

By Director Personnel, City of Vacaville

By City Attorney, City of Vacaville

PROPOSAL FOR CONTINUATION OF SERVICES

The City of Vacaville administrative staff is pleased to have the opportunity to make this proposal to continue to provide financial, benefit management, and legal services for the Solano Transportation Authority (Authority) for fiscal year 1997/98. The following sections detail the services we propose to perform for the Authority and the related compensation for those services.

FINANCIAL SERVICES

Ongoing financial services will entail processing payroll reporting, disbursement and year-end reporting (W-2), processing accounts payable disbursements and year-end reporting (1099), accounts receivable billing for grant reimbursements, purchasing, cash management, monthly or as needed financial reporting, meeting with the necessary staff of the Authority on an on-going basis to assure financial integrity, providing financial numbers for the quarterly reports, and assisting in the preparation of the year-end audit for the Authority. These ongoing financial services will be \$26,000 for the year.

Additional services requested, including computer programming, will be charged separately, with an estimate provided to the Authority in advance.

BENEFIT MANAGEMENT

Ongoing benefit management services will administer employee benefit programs, including retirement, medical, dental, vision, life insurance, and long term disability, as well as set-up and reconciliation of unemployment insurance and workers' compensation. These ongoing benefit management services will be \$5,000 for the year.

LEGAL SERVICES

Ongoing legal services will be charged at \$86 per hour, estimated to be \$5,100 for the year.

June 11, 1997
Agenda Item 6.5



DATE: June 4, 1997
TO: STA Board
FROM: Kim Kloeb
RE: Freeway Agreement for the new Benicia/Martinez Bridge

Attached is a copy of the proposed Freeway Agreement between the State of California and Solano County for the new Benicia/Martinez Bridge. This agreement covers I-680 from the Contra Costa County line to the east city limits of the City of Benicia. This is a standard agreement. This agreement covers Solano County roads only. No county roads intersect the bridge within the limits of the agreement. The limits of the agreements is the Solano portion of the Bridge that is above the Carquinez Straits. The agreement must be approved by the California Transportation Commission (CTC) before the State can execute the agreement.

This agreement provides for an alignment of the new span of the bridge to the east of the existing bridge. The STA has long been on record in support of an eastern alignment.

Recommendation:

Support the proposed agreement.

DEPARTMENT OF TRANSPORTATION

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



97
May 9, 1997

Mr. John Gray
Director of Transportation
County of Solano
333 Sunset Ave, Suite 230
Suisun, CA 94585-2048

Dear Mr. Gray:

Attached for your consideration and review are three copies of the revised Freeway Agreement between the State and the County of Solano for State Highway Route 680 (formerly known as Route 75) between the Contra Costa County Line and the East City Limits of Benicia.

This agreement has been prepared to cover the proposed project to construct a second bridge across the Carquinez Strait.

Please execute the attached Agreement and return two copies of this Agreement to this office if it is satisfactory. The remaining copy is for your records. The California Transportation Commission must approve this project before the State can execute the Agreement.

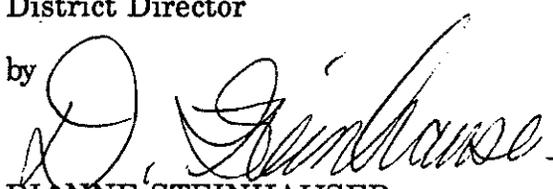
A certified copy of an approving resolution adopted by the Board of Supervisors must be attached to each of the returned executed Agreements. For your convenience, we are enclosing a suggested version of this resolution.

If you have any questions regarding this matter, please contact Mr. Nino Cerruti, Project Manager of Benicia-Martinez Bridge Project at (510) 286-5129.

Sincerely,

HARRY Y. YAHATA
District Director

by


DIANNE STEINHAUSER
District Division Chief
Division of Design East

Attachment

FREEWAY AGREEMENT

THIS AGREEMENT, made and entered into on this _____ day of _____, 19____, by and between the STATE OF CALIFORNIA, acting by and through the Department of Transportation (herein referred to as "STATE"), and the County of Solano (herein referred to as "COUNTY"),

WITNESSETH;

WHEREAS, the highway described above has been declared to be a freeway by resolution of the California Transportation Commission on December 14, 1955; and

WHEREAS, STATE and COUNTY have entered into a Freeway Agreement dated January 19, 1956, relating to that portion of State Highway Route 680 (formerly known as Route 75) between the Contra Costa County Line and the East City Limits of Benicia; and

WHEREAS, City of Benicia has subsequently annexed certain areas including portions of such freeway covered by said Freeway Agreement dated January 19, 1956 with the COUNTY; and

WHEREAS, a revised plan map for such freeway has been prepared showing the proposed plan of the STATE as it affects streets of the COUNTY; and

WHEREAS, it is the mutual desire of the parties hereto to enter into a new Freeway Agreement in accordance with the revised plan of said freeway ;

NOW, THEREFORE, IT IS AGREED:

1. This Agreement supersedes said Freeway Agreement dated January 19, 1956 pertaining to Route 680 (old Route 75) in its entirety.
2. COUNTY agrees and consents to the closing of COUNTY roads, relocation of COUNTY roads, construction of frontage roads and other local roads, and other construction affecting COUNTY roads, all as shown on said plan map attached hereto marked Exhibit A and made a part hereof by this reference.
3. STATE shall, in construction of the freeway and at STATE'S expense, make such changes affecting COUNTY roads in accordance with the plan map attached hereto marked Exhibit A.

4. STATE agrees to acquire all necessary right of way as may be required for construction, reconstruction, or alteration of COUNTY roads, frontage roads, and other local roads, and COUNTY hereby authorizes STATE to acquire in its behalf all such necessary right of way.

5. It is understood between the parties that the right of way may be acquired in sections or units, and that both as to the acquisition of right of way and the construction of the freeway projects, the obligations of STATE hereunder shall be carried out at such time and for such unit or units of the projects as funds are budgeted and made lawfully available for such expenditures.

6. COUNTY will accept control and maintenance over each of the relocated or reconstructed COUNTY roads, frontage roads and other STATE constructed local roads on receipt of written notice to COUNTY from STATE the work thereon has been completed, except for any portion which is adopted by STATE as a part of the freeway proper. COUNTY will accept title to the portions of such roads lying outside the freeway limits upon relinquishment by STATE.

7. This Agreement may be modified at any time by the mutual consent of the parties hereto, as may become necessary for the best accomplishment, through STATE and COUNTY cooperation, of the whole freeway project for the benefit of the people of the STATE and COUNTY.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized officers.

STATE OF CALIFORNIA
Department of Transportation

THE COUNTY OF SOLANO
by

JAMES W. VAN LOBEN SELS
Director of Transportation

by

ROBERT L. BUCKLEY
Project Planning and Design Engineer

APPROVE AS TO FORM:

Attorney (State)

APPROVE AS TO FORM:

Attorney (County)

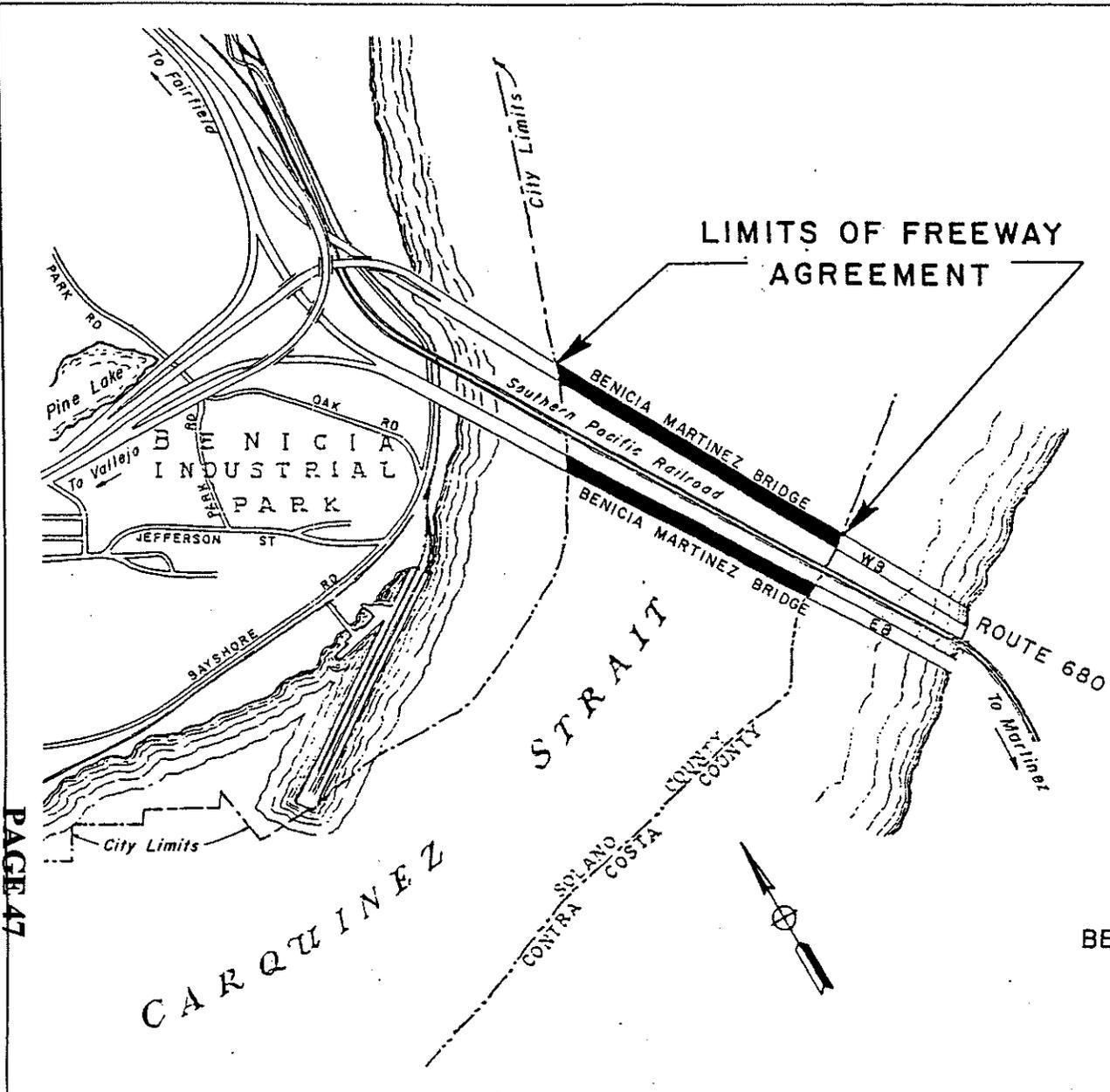
EXHIBIT "A"

FREEWAY AGREEMENT DATE

LEGEND

 FREEWAY

LIMITS OF FREEWAY
AGREEMENT



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
04-Sol-680-KP L.O./0.6 (PM L.O./0.4)

FREEWAY

IN SOLANO COUNTY
ON ROUTE 680
BETWEEN THE CONTRA COSTA COUNTY LINE
AND THE EAST CITY LIMITS

Scale = 1:12,000

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SOLANO APPROVING MODIFICATION TO THE FREEWAY AGREEMENT BETWEEN THE STATE OF CALIFORNIA AND THE COUNTY OF SOLANO DATED JANUARY 19, 1956, RELATING TO THAT PORTION OF STATE HIGHWAY ROUTE 680 (FORMERLY KNOWN AS ROUTE 75) BETWEEN THE CONTRA COSTA COUNTY LINE AND THE EAST CITY LIMITS OF BENICIA.

WHEREAS, the State and the County of Solano have entered into a Freeway Agreement dated January 19, 1956 relating to that portion of State Highway Route 680 (formerly known as Route 75) between the Contra Costa County Line and the East City Limits of Benicia; and

WHEREAS, studies show that it is necessary to construct a second bridge across the Carquinez Strait to reduce traffic congestion for existing conditions and planned future growth; and

WHEREAS, the plan map attached hereto marked Exhibit A has been prepared by the Department of Transportation showing said construction of the new bridge as it affect the County; and

WHEREAS, the State of California, through its Department of Transportation, requests that the County (by resolution) approve said bridge construction, make changes affecting County roads as shown on the attached map marked Exhibit A; and

WHEREAS, said condition and revisions as shown on the plan map attached hereto marked Exhibit A has been reviewed and approved by the Director of Transportation of the County of Solano; and

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Solano hereby approves the modification to the Freeway Agreement dated January 19, 1956 to revise the freeway plan as shown on the attached map marked Exhibit A to construct new bridge between the said limits.

BE IT FURTHER RESOLVED that the County of Solano agrees and consents to accept control and maintenance over each of the relocated or reconstructed County roads and the frontage roads, and other State constructed local roads upon an receipt of written notice to the County from the State that the work thereon has been completed.

June 11, 1997
Agenda Item 6.6



DATE: June 4, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Contract with Macias, Gini and Company for 1996-97 Audit

In 1993 the Solano Transportation Authority (STA) entered into a contract with Macias and Miranda to perform three annual audits starting in fiscal year 1993-94. The contract contained provisions for two more years at the option of the STA. Macias and Miranda has evolved into Macias and Gini & Company. Their work over the last three years has been satisfactory, and STA staff recommends that the STA exercise their option for an audit of 1996-97, the fourth fiscal year. A letter of agreement is attached.

The cost of the contract is not to exceed \$10,000. The STA Board approved funding for that level in the 1997-98 budget at the May meeting.

Recommendation:

Authorize the Executive Director to enter into the proposed agreement.



Macias, Gini & Company LLP
Certified Public Accountants

Partners
Kenneth A. Macias
Ernest J. Gini

2151 River Plaza Drive
Suite 105
Sacramento, CA 95833
916•567•0545
916•567•0848 FAX

May 23, 1997

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

Dear Mr. Tuttle:

We are pleased to confirm our understanding of the services we are to provide Solano Transportation Authority (Authority) for the fiscal year ending June 30, 1997. Our services include a financial audit of the Authority's balance sheet for the fiscal year ending June 30 and the related statements of revenues, expenditures/expenses and changes in fund balance/retained earnings and cash flows. Specifically, we will perform the following tasks for each of the fiscal years, per applicable sections of California's Public Utilities Code (PUC) and Code of Regulations (CCR):

- 1) Assist in preparing the annual State Controller report for the Authority per Sections 6660 and 6665 of the CCR and Sections 99243 and 99406 of the PUC. This report is due to the State within 90 days of June 30. We will conduct this task in conjunction with the fiscal and compliance audit tasks as described below. In order to meet the September 30 due dates, financial statements and records need to be ready for audit no later than August 18.
- 2) Conduct fiscal and compliance audits of the Authority in accordance with Section 99245 of the PUC, Sections 6664 and 6666 of the CCR, and alternative compliance standards for Article 8 funding per the Metropolitan Transportation Commission. Relating reports need to be transmitted to the State Controller annually and within 180 days after the end of the fiscal year. We will complete all work and issue final reports within the 180 days of June 30.
- 3) If applicable, provide separate audit reports under the Single Audit Act of 1984 to meet Federal requirements on grants by recipient organizations. These requirements are identified in OMB Circular A-87 (federal cost principles), OMB Circular A-102 (administrative requirements) and OMB Circular A-128 (implementation of the Single Audit Act).
- 4) Provide a management letter for each year audited identifying audit findings and recommendations affecting the financial statements, internal accounting and administrative controls and non-compliance with laws and regulations.

OFFICE LOCATIONS

Sacramento • Los Angeles • Orange County • San Francisco Bay Area

We will conduct the audit work in accordance with generally accepted government auditing standards, generally accepted auditing standards, and related guidelines. Our primary purpose will be to express an opinion on the financial statements. Such an audit is subject to the inherent risk that errors or irregularities may not be detected. If, for any reason, we are unable to complete the audit, we will not issue a report as a result of this engagement.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of fixed assets, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, creditors, and financial institutions. We will request written representations from your attorney(s) as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will also request certain written representations from you about the financial statements and related matters.

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. Also, we will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. However, because of the concept of reasonable assurance and because we will not perform a detailed examination of all transactions, there is a risk that material errors, irregularities, or illegal acts, including fraud or defalcations, may exist and not be detected by us. We will advise you, however, of any matters of that nature that come to our attention. Our responsibility as auditors is limited to the period covered by our audit and does not extend to matters that might arise during any later periods for which we are not engaged as auditors.

We understand that you will provide us with the basic information required for our audit and that you are responsible for the accuracy and completeness of that information. We will advise you about appropriate accounting principles and their application; however, the responsibility for the financial statements remains with you. This responsibility includes the maintenance of adequate records and related internal control structure policies and procedures, the selection and application of accounting principles, and the safeguarding of assets.

Our audit is not specifically designed and cannot be relied on to disclose reportable conditions, that is, significant deficiencies in the design or operation of the internal control structure. However, during the audit, if we become aware of such reportable conditions or ways that we believe management practices can be improved, we will communicate them to you in a separate letter.

We anticipate approximately two weeks of staff field work commencing on August 18, 1997. Assuming that the financial statements and records are ready for audit no later than August 18, we plan to complete the State Controller report by September 30 and the Independent Auditor's Report and management letter no later than October 15.

Solano Transportation Authority
May 23, 1997
Page 3

Our fees for the aforementioned services will not exceed \$10,000 for the fiscal year ending June 30, 1997.

Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. Our fees are based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

We appreciate the opportunity to be of service to the Solano Transportation Authority and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us. This letter will continue in effect until canceled by either party.

Very truly yours,

Macias, Gini & Company LLP

MACIAS, GINI & COMPANY LLP
Certified Public Accountants

RESPONSE:

This letter correctly sets forth the understanding of the Solano Transportation Authority.

By: _____

Title: _____

Date: _____

cc: Joan Wallace, City of Vacaville

June 11, 1997
Agenda item 7.1



DATE: June 4, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Solano Transportation Plan

In response to the need raised at last October's Board workshop for the STA to enhance its working relationship with the private sector, I have joined Board members Lessler and Spering at several meetings with the newly formed SEDCORP Transportation Action Team -- a group composed of eight industry leaders from throughout the county (see attachment B/ membership list).

The group held its first meeting on March 21 at Anheuser-Busch, and has since been meeting every 2-3 weeks for briefings on Solano mobility issues. The group now proposes to develop a **Solano Transportation Plan** in collaboration with a broad-based steering committee and the STA (see attachment C/ Proposed Action Plan, Phase 1).

The proposed Solano Transportation Plan provides the STA with an opportunity to combine the SEDCORP group's efforts with our proposal to update the countywide transportation plan, a STA priority project for 1997/98. This joint venture will undoubtedly lead to a more dynamic and responsive transportation plan than one the STA and its member agencies could likely develop on its own.

On June 3, the group agreed to begin raising private funds to develop the plan (\$30,000 from local sources to match \$30,000 from the California Alliance for Jobs -- Invest in Infrastructure and Local Agency Funding Program). They also hired Will Kempton of Smith & Kempton to lead a team of consultants to develop the plan at a cost of \$55,000.

The initial tasks of the proposed plan include a telephone survey of Solano residents, the creation of the steering committee, and the identification of candidate projects and programs (see attachment D/ Proposed Schedule and Cash Flow Chart). These tasks are scheduled to begin this month. Steps 3-6 listed on the chart will be actively supported by STA staff, with the assistance of the STA TAC. The TAC was provided an update of the proposal at the May meeting.

The 1997/98 STA budget provides \$30,000 for updating the countywide transportation plan, which was last done in 1990. It is unclear at this time how much of those funds will be needed for this proposed joint venture. The industry group is expected to complete its initial fundraising by its next meeting on June 23, and the actual level of STA funds needed for steps 3-6 should be known at that time. I recommend that the Board authorize an expenditure of up to \$2,000 to cover the work outlined for Step 3 to be completed in June, with an understanding that additional details on the consultant contract and STA financial contribution will be placed on next month's agenda.

Recommendation

Authorize the expenditure of up to \$2,000 in 1997/98 project development funds to begin work on the transportation plan update.

SEDCORP TRANSPORTATION ACTION TEAM

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

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

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

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

Phase 2 (1 month)

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

Phase 3 (to be determined)

SEDCORP TRANSPORTATION ACTION TEAM

1. Mr. Bill Wourms - ALZA Corporation
2. Mr. Gary Andrews - Amos and Andrews
3. Mr. Wayne P Senalik - Anheuser-Busch
4. Mr. John Ash - Benicia Harbor
5. Mr. Gary Falati - Falati State Farm Insurance
6. Mr. Thomas Choweniec - General Mills, Inc.
7. Mr. Bob Moody - Herman Goelitz Candy Company, Inc.
8. Mr. Frank Friedman - Lucky Distribution Center

Other Participants

1. Ms. Mary McCarthy - Solano Economic Development Corporation
2. Mr. Steve Lessler - Solano Transportation Authority
3. Mr. Jim Spering - Solano Transportation Authority
4. Mr. Martin Tuttle - Solano Transportation Authority

Proposed Action Plan, Phase I

SEDCORP and the Solano Transportation Authority (STA) have formed a strategic alliance bringing together STA members and industry leaders on a Transportation Action Team to:

- * identify regional mobility issues,
- * solicit input from industry and various interest groups as to mobility priorities, and
- * broaden community support for Solano mobility plans.

The SEDCORP Transportation Action Team brings industry and community input into STA's planning process. The purpose of the partnership is to develop an Action Plan to assure critical infrastructure development in support of economic vitality.

The development of the Solano Transportation Action Plan is the basis of this grant request.

Introduction

The Solano Transportation Action Plan is envisioned as a blueprint to identify and implement needed transportation programs and projects. It would identify local mobility issues and priorities, and identify potential revenue sources. With a collaborative goal of developing consensus of this region's mobility priorities, the approach involves soliciting input from business and community leaders, and the general public, on mobility infrastructure projects and programs needed to promote long-term economic vitality and quality of life in Solano County.

SEDCORP's Transportation Action Team, during its first two months of meetings, has received briefings from the STA, the Metropolitan Transportation Commission (MTC) and other interested parties, on the status of regional transportation needs, plans and projects, both in Solano and in the Bay Area. Several factors have been brought to light.

1. Traditional public sector funding for regional transportation infrastructure maintenance, improvements and enhancements is falling far short of meeting Solano needs.
2. Increasing demand and shrinking resources have favored those regions that supply local matching funds to leverage limited federal and state public dollars for transportation infrastructure.

The Action Team has defined as objectives:

- * collecting data on regional mobility needs and priorities;
- * reviewing mobility plans and recommend priorities; and
- * reviewing funding mechanisms and recommending preferred alternatives to meet those priorities.

A 1990 survey of Solano County voters revealed strong interest in generating local

revenues to leverage state and federal funds for mobility projects. Since that time, the region has experienced a recession, the economic impact of the closure of the Mare Island Naval Shipyard (7,000 jobs), and more recently, an upswing in the economy.

The Action Team has identified the need to collect new data on the current priority of mobility issues priorities and the public reaction to the generation of local funds.

Project Plan Overview

Study Approach

The Action Team will draw on the experiences of neighboring Bay Area counties, with a goal of developing consensus on programs, projects and funding mechanisms. The plan is envisioned as a blueprint for the ongoing, long-range effort to address the unmet transportation needs of Solano County. The approach involves a six step process which is summarized as follows:

- Step 1: Conduct Survey
- Step 2: Establish a Public/Private Steering Committee
- Step 3: Identify and Review Candidate Projects and Programs
- Step 4: Identify Revenues for Alternative Program Periods
- Step 5: Review and Adjust Candidate Project/Program Cost Estimates
- Step 6: Develop Draft Plan
- Step 7: Conduct Tracking Survey (Optional)

Step 1: Conduct Survey

A survey should include questions that will establish the interest of the Solano community in regional mobility issues, programs and projects, and the likelihood of support for locally generated revenues to accomplish priority programs and projects.

Step 2: Establish Public/Private Steering Committee

Developing community consensus on mobility project priorities is one of the most critical elements of the work effort. Our intent is to build consensus through a Steering Committee of public and private sector leaders.

It is suggested that representatives from the following groups would be involved in the Steering Committee and take an active role in the process.

- Private sector: SEDCORP Transportation Action Team
 - Chambers of Commerce throughout the County
 - Industry
 - Labor
 - Environmentalists
 - Auto dealers and other key retailers

Key Public Interest Groups, i.e. seniors and taxpayer's associations

- Public sector:
 - STA Board
 - STA Technical Advisory Committee
 - Caltrans
 - MTC
 - Air Quality Agencies (YSAQMD and BAAQMD)

The primary format for developing consensus is planned through a series of focused workshops.

Step 3: Identify and Review Candidate Projects and Programs

This phase of the work effort will involve a review of candidate projects and programs. This will be accomplished initially through a review of MTC Regional Transportation Plan (RTP) and additional projects proposed by the STA and the SEDCORP Transportation Action Team.

Step 4: Identify Revenues Sources

The Steering Committee will collect revenue forecasting data addressing population and economic growth factors.

Step 5: Review and Adjust Candidate Project/ Program Cost Estimates

The SEDCORP Transportation Action Team will review and compile available project scope and cost estimate data provided by the STA.

Step 6: Develop Draft Plan

The Draft Plan will present the transportation programs and projects as well as the revenue sources and forecasts developed in the previous steps. The Draft Plan will also include an implementation plan.

Step 7: Conduct Tracking Survey (Optional)

If needed, a Tracking Survey will test the preferred options and funding mechanisms before proceeding to the next phase.

Budget / Schedule/ Next Steps

The projected cost for the tasks outlined is \$30,000. The goal of the Action Team is to begin the Plan by June 1, 1997, with completion of the first phase of data collection by September, 1997.

Transportation Action Plan

Proposed Schedule and Cash Flow Chart

| Steps | June *** | July ** | August *** | September ** | Total |
|---|------------------------------|---------------------------------|------------------------------|------------------------------|-----------------|
| Step 1: Conduct Survey | \$1,500 (Smith & Kempton) | \$10,000 (Moore Methods) | | | \$21,000 |
| | \$10,000 (Moore Methods) | | | | |
| Step 2: Establish Public/Private Steering Committee | \$1,500 (Smith & Kempton) | \$1,000 (Eileen Goodwin) | \$1,000 (Eileen Goodwin) | \$1,000 (Eileen Goodwin) | \$6,000 |
| | \$2,000 (Eileen Goodwin) | | | | |
| Step 3: Identify and Review Candidate Projects/Programs | \$2,000 (Smith & Kempton) | \$5,000 (Smith & Kempton) | | | \$7,000 |
| Step 4: Identify Revenues for Alternative Program Periods | | \$5,000 (Decision Economics) | | | \$5,000 |
| Step 5: Review and Adjust Candidate Project/Program Cost Estimates | | | \$5,000 (Wm R Gray & Co) | | \$5,000 |
| Step 6: Develop Draft Plan | | | \$5,000 (Smith & Kempton) | \$5,000 (Smith & Kempton) | \$10,000 |
| Step 7: Conduct Tracking Survey | | | | Optional | |
| Total | \$17,000 | \$21,000 | \$11,000 | \$6,000 | \$55,000 |

* Connotes Technical Advisory Committee Meeting

+ Connotes Public/Private Steering Committee Meeting

June 11, 1997
Agenda Item 7.2



DATE: June 2, 1997
TO: STA Board
FROM: Martin Tuttle
RE: Social Security Coverage

In an effort to help enhance the ability of the STA to attract and retain top quality employees, I recommend that we end the agency's current contributions for employee social security coverage (6.2%) and, instead, transfer those contributions to a 401(a) Deferred Compensation Plan for each full-time employee. This proposal would have **no net impact on the 1997-98 budget** approved by the Board in May. It's proposed that the employees would also contribute to the fund, as well as cover the initial startup cost of the plan (\$965 @ \$193 per employee).

CalPERS (letter attached) and the social security administration have confirmed the viability of this proposal. STA employees are not mandated to be covered by social security because the STA is now a local public agency with its employees actively participating in a public retirement system which meets minimum benefit requirement (PERS contract effective April 16, 1997). In addition, the STA has not entered into a voluntary agreement for social security pursuant to section 218 of the Social Security Act.

Vacaville and the Solano County Water Agency are among the local agencies that do not have social security coverage for their employees.

The benefits of the 401(a) include earlier access to retirement funds (age 59 ½) and the employee's ability to determine how those funds are invested.

Recommendation

Authorize the executive director to end the STA's contributions for full-time employee social security coverage, effective immediately and, adopt a Resolution to establish a 401(a) Deferred Compensation Plan for employees utilizing the previous level of STA contributions for social security coverage.

Attachments



Actuarial & Employer Services Division
 P.O. Box 942709
 Sacramento, CA 94229-2709
 Telecommunications Device for the Deaf - (916) 326-3240
 (916) 326-3420 FAX (916) 658-1586

RECEIVED
 APR 7 1997
 BY: _____

April 2, 1997

Reply to Section 230

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

Dear Mr. Tuttle:

This is to confirm information previously provided to you regarding the applicability of social security coverage to state and local government employers.

Social security coverage for state and local governmental entities is provided for by section 218 of the Social Security Act.

Prior to July 2, 1991, social security coverage for public agencies was voluntary and **only** accomplished by agreement between the state and the federal Secretary of Health and Human Services. This is still true with respect to social security coverage for employees of state and governmental employers who are actively participating in a public retirement system which meets the minimum benefit requirements established by the Internal Revenue Service as discussed above.

Our records do not indicate that Solano Transportation Authority has entered into a voluntary agreement for social security pursuant to section 218 of the Social Security Act.

I understand that the Authority is currently contributing to social security because its employees are mandated into social security coverage pursuant to the 1990 Omnibus Budget Reconciliation Act. That Act basically requires all public employees not actively participating in a public retirement system which meets certain minimum benefit requirements, to be covered by full social security. Once the employees are actively participating in a public retirement system that meets the minimum benefit requirements, the employee is not subject to mandatory social security coverage.

For authoritative answers to questions regarding mandatory social security coverage and employment tax reporting procedures, I suggest you contact your local Internal Revenue Services Office listed in your telephone directory.

Enclosed is an overview of social security coverage and information about CalPERS' role in administering the social security program on behalf of the State and its political subdivisions. I hope this information is helpful to you. If you have additional questions please contact me at the above address or telephone (916) 326-3624.

Sincerely,



S. Dawn Evans, Employer Representative
Public Agency Contract Services

SOCIAL SECURITY COVERAGE - STATE AND LOCAL GOVERNMENT

The federal government by law and regulations has imposed upon the states the administrative responsibilities pertaining to inclusion of public employees under the Federal Old Age, Survivors, Disability and Health Insurance System commonly referred to as social security. On behalf of the state and approximately 2500 local government employers, the California Public Employees' Retirement System (CalPERS) administers the Social Security Program in California.

Because of constitutional questions regarding the authority of the federal government to impose taxes on state and local governments, government employees were excluded from coverage under the original Social Security Act of 1935. In 1950, amendments to the Social Security Act included provisions allowing states to provide coverage for state and local government employees who were not covered by a retirement system.

In 1954 the Social Security Act was amended to allow social security coverage for state and local government employees who were members of a retirement system. In 1956 the Act was again amended to allow coverage by individual election of all retirement system members in employment at the time coverage was extended. Any employees who first became eligible for membership in the retirement system and employees hired after social coverage was extended to the retirement system group, were covered by social security on the date they became eligible for membership in the retirement system.

Many social security coverage provisions have been adopted that are unique to the state and local government and there are frequent "special" provisions that apply on a state-by-state basis. The complexity of social security and medicare coverage issues increased dramatically with the Consolidated Omnibus Budget Reconciliation Act of 1985 and the Omnibus Budget Reconciliation Act of 1990.

MANDATORY MEDICARE COVERAGE

Section 13205 of the Consolidated Omnibus Budget Reconciliation Act of 1985, amended section 3121(u) of the Internal Revenue Code "Application of Hospital Insurance Tax to Federal, State, and Local Employment". **All employees hired or rehired on or after April 1, 1986, are subject to mandatory medicare coverage.** **(This also applies to elected officials elected on or after April 1, 1986.)**

Exceptions are provided for continuing employment by section 3121(u)(2)(C). These exceptions are:

"...such service is performed by an individual--

- (I) who was performing substantial and regular service for remuneration for that employer before April 1, 1986,
- II) who is a bona fide employee of that employer on March 31, 1986; and
- III) whose employment relationship with that employer was not entered into for purposes of meeting the requirements of this subparagraph; and
- (iii) the employment relationship with that employer has not been terminated after March 31, 1986."

MANDATORY SOCIAL SECURITY COVERAGE

All references to "social security coverage" means old age, survivor, disability and medicare. Any individual who is covered by social security is also subject to medicare.

Section 11332 of the 1990 Omnibus Budget Reconciliation Act requires all public employees, who are not actively participating in a public retirement system which meets certain minimum benefit requirements established by the Internal Revenue Service, to be covered by social security including medicare. This applies to all services rendered after July 1, 1991. (**Mandatory social security coverage does not apply to employees once they are actively participating in a public retirement system.**) The Act did not include provisions allowing termination of social security coverage extended to public agency employees by voluntary agreements pursuant to section 218 of the Social Security Act.

The Secretary of the Treasury was authorized to issue regulations defining the terms "retirement system" and "member" for the purposes of mandatory social security. The final Department of Treasury regulations were published in the Federal Register on June 28, 1991.

CalPERS has no authority and is not involved in the implementation of the coverage mandated under the federal law and information about mandatory social security and/or medicare should be available from the local Internal Revenue Service office. CalPERS staff has reviewed the Internal Revenue Service's guidelines and regulations and address this coverage in response to inquiries, based solely on our interpretation.

VOLUNTARY SOCIAL SECURITY COVERAGE

Social security coverage for state and local governmental entities is provided for by section 218 of the Social Security Act. That Act delegates responsibilities for administering the social security program on behalf of the state and local government employers to the Governor of each state. In California this responsibility has been delegated by the Governor to the Public Employees' Retirement System.

Prior to July 2, 1991, social security coverage for public agencies was voluntary and **only** accomplished by agreement between the state and the federal Secretary of Health and Human Services. This is still true with respect to social security coverage for employees of state and governmental employers who are actively participating in a public retirement system which meets the minimum benefit requirements established by the Internal Revenue Service as discussed above.

Although medicare coverage is mandated for persons hired (or elected) after March 31, 1986, voluntary agreements to provide medicare coverage for employees hired prior to that date are also available. Again, public agencies who wish to extend this coverage to their employees must enter into the agreement with CalPERS. CalPERS, in turn, modifies its agreement with the federal government to include this group in coverage.

In addition to establishing social security and/or medicare coverage for state and local governmental employers, CalPERS' responsibilities also include other duties such as assisting the federal government with information regarding the coverage of California entities, notification of the federal government that supports the discontinuance of further tax and wage reports for an entity that had previously entered into a voluntary

agreement for social security and/or medicare coverage and later becomes inactive (continues to exist but does not have any employees), dissolves, etc.

TERMINATION OF SOCIAL SECURITY COVERAGE

Originally, section 218(g) of the Social Security Act permitted state and local governmental entities that had elected social security coverage for their employees to "drop out" of the program. In 1983, amendments to the Social Security Act prohibited termination of coverage under State and Federal Master Agreements. The CalPERS Board of Administration filed suit in the federal court on July 14, 1983, challenging the constitutionality of this amendment and the U.S. District Court for the Eastern District of California ruled that the repeal of the "drop out" provision of section 218(g) was unconstitutional.

The U.S. Supreme Court reversed the ruling of the District Court. In an opinion (No. 85-521, June 19, 1986) the Court held that the states and their political subdivisions may not withdraw from social security and that Congress' action prohibiting termination was constitutional.

RESOLUTION NO. 97 -

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY TO ESTABLISH
401(a) DEFERRED COMPENSATION PLANS THROUGH THE NATIONWIDE LIFE
INSURANCE COMPANY**

WHEREAS, the Solano Transportation Authority has employees rendering valuable services; and

WHEREAS, the establishment of a money purchase retirement plan benefits employees by providing funds for retirement and funds for their beneficiaries in the event of death, and

WHEREAS, the Employer desires that any money purchase retirement plans it has or subsequently establishes be administered by the Nationwide Life Insurance Company Prototype Retirement Plan and Trust, a trust established by public employers for the collective investment of funds held under their retirement and deferred compensation plans.

NOW THEREFORE, BE IT RESOLVED, that the STA Board of Director's hereby adopts the 401(a) plan set forth in the Nationwide Life Insurance Company Prototype Retirement Plan and Trust, effective July 1, 1997.

BE IT FURTHER RESOLVED, that the Executive Director or designee is hereby authorized and directed to perform all acts, sign all documents necessary to put said plan into operation, and to secure the approval of said plan by the Internal Revenue Service so that said plan may qualify under Section 401(a) of the Internal Revenue Code of 1986.

Steve Lessler, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA Board at a regular meeting thereof held this 11th day of June, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

June 11, 1997
Agenda Item 8.1



DATE: June 4, 1997
TO: STA Board
FROM: Matt Todd
RE: Citylink Route 30 Proposals

After Citylink Route 30 was funded for a reduced amount in FY 1996-97 by the Yolo/Solano Air Quality Management District (YSAQMD), YSAQMD staff informed STA staff that this project was no longer an attractive project to fund with a diesel fueled bus operating the route.

Staff wanted to operate an alternative fueled vehicle on the route so the service could continue to receive operating funds from YSAQMD and reduce pollution in the air basin. We also wanted to continue to utilize a contract currently in place to provide the service, rather than have a new contract directly with a private company for one route. With these two parameters, staff determined that possible operators were Sacramento Regional Transit (Sacramento RT), Unitrans, and Yolo County Transit Authority (YCTA) who all operate Compressed Natural Gas (CNG) fueled vehicles.

Staff prepared a Request for Proposals (RAP) for the operation of Citylink Route 30 with an alternative fueled vehicle. This was approved by the Transit Steering Committee and sent to the three potential operators identified above.

Unitrans of Davis did not submit a proposal due to constraints unique to their operation. Sacramento RT and YCTA both submitted proposals. The two bids received were comprehensive responses to the RAP. The operator's proposals demonstrate that both are capable of operating the Citylink Route 30 service with a CNG vehicle. Further information on the proposals is attached.

Based on the proposals received, the Transit Steering Committee, the TAC and staff recommend the YCTA option 3. The proposal is still contingent on the following items:

- 1) Funding from the Yolo/Solano Air Quality Management District
- 2) Approval of the new route structure from the city of Winters
- 3) Obtaining one of the vehicles purchased for Route 30 to supply to the YCTA as specified in the proposal.

Staff proposes a start date for the new contractor of September 2 (the first week of September).

Recommendation

Staff recommends the Board approve the concept of YCTA option 3 so staff can begin to work with the YCTA and the affected jurisdictions in Solano. A contract with exact details of the service will be brought back for approval.

ANALYSIS OF OPTIONS

Both agencies are well qualified with knowledgeable staff to operate this route for the STA. Sacramento RT and YCTA both have similar experience operating CNG fueled vehicles, with both procuring their first CNG vehicles in 1993 and both operators having maintenance facilities capable of fueling and maintaining the vehicles. YCTA does have lower costs due to the non Union drivers utilized by their operating contractor and a closer base of operations to the route. Both systems have a similar accident frequency rate. Both agencies have also presented some alterations to the route as it currently operates to gain benefits of the different bases of operations the two agencies have.

Sacramento RT

Sacramento RT proposes to operate the service out of their Sacramento yard. It would operate under the current schedule. They are proposing to operate the first two round trips with one bus, return the driver and bus to Sacramento, and operate the last two round trips with a second bus (to accommodate their employees work schedules). The service could be enhanced at a minimal cost by utilizing the "deadhead" runs between Sacramento and Solano as additional trips. This will be investigated if this option is recommended for potentially two round trips between the current route and the city of Sacramento. A CNG vehicle from their fleet would be provided for the cost of it's yearly depreciation (\$25,000). Total cost of the service is estimated at \$237,000.

YCTA

YCTA proposes to operate out of their Woodland yard for all three options.

Option 1

This option proposes to operate the route under the current schedule. A vehicle is proposed to be procured at an estimated cost of \$30,000 per year. Total cost of the service under this option is estimated at \$164,000.

Option 2

This option proposes to operate the route under the current schedule for the first and last run, and to modify the midday runs to have the layover periods occur in Yolo county. A vehicle is proposed to be procured at an estimated cost of \$30,000 per year. Total cost of the service under this option is estimated at \$156,000.

Option 3

STAFF RECOMMENDED OPTION

This option proposes to combine Route 30 with the Yolo County Winters route. The schedule would have to be adjusted to accommodate the proposed loop route system, but would still serve the main commuter market for Davis getting passengers to the campus before 8:00 a.m. and the last run leaving campus after 5:00 p.m as well as two midday runs. This option would also provide a limited Saturday service which has not existed before. This option requires the STA to provide a diesel powered reserve bus. This option would also

utilize a CNG bus currently in service on the Winters route. The STA's share of the cost of the service under this option is estimated at \$107,000.

Both these routes currently run back and forth on the same path. This proposal would combine these two routes into one loop route. Two buses will operate on the route, one going clockwise and the other counter clockwise. This is lowest cost option of all the proposals, because the cost of the entire route is to be split between the city of Winters and the STA. We also do not need to pay for the cost of a CNG vehicle because the city of Winters route already has a CNG vehicle dedicated to it. The second vehicle on the route would be diesel operated. This proposal does require the STA to supply a diesel fueled backup vehicle.

PROPOSALS TO OPERATE CITYLINK ROUTE 30 SERVICE FOR FY 1997-98

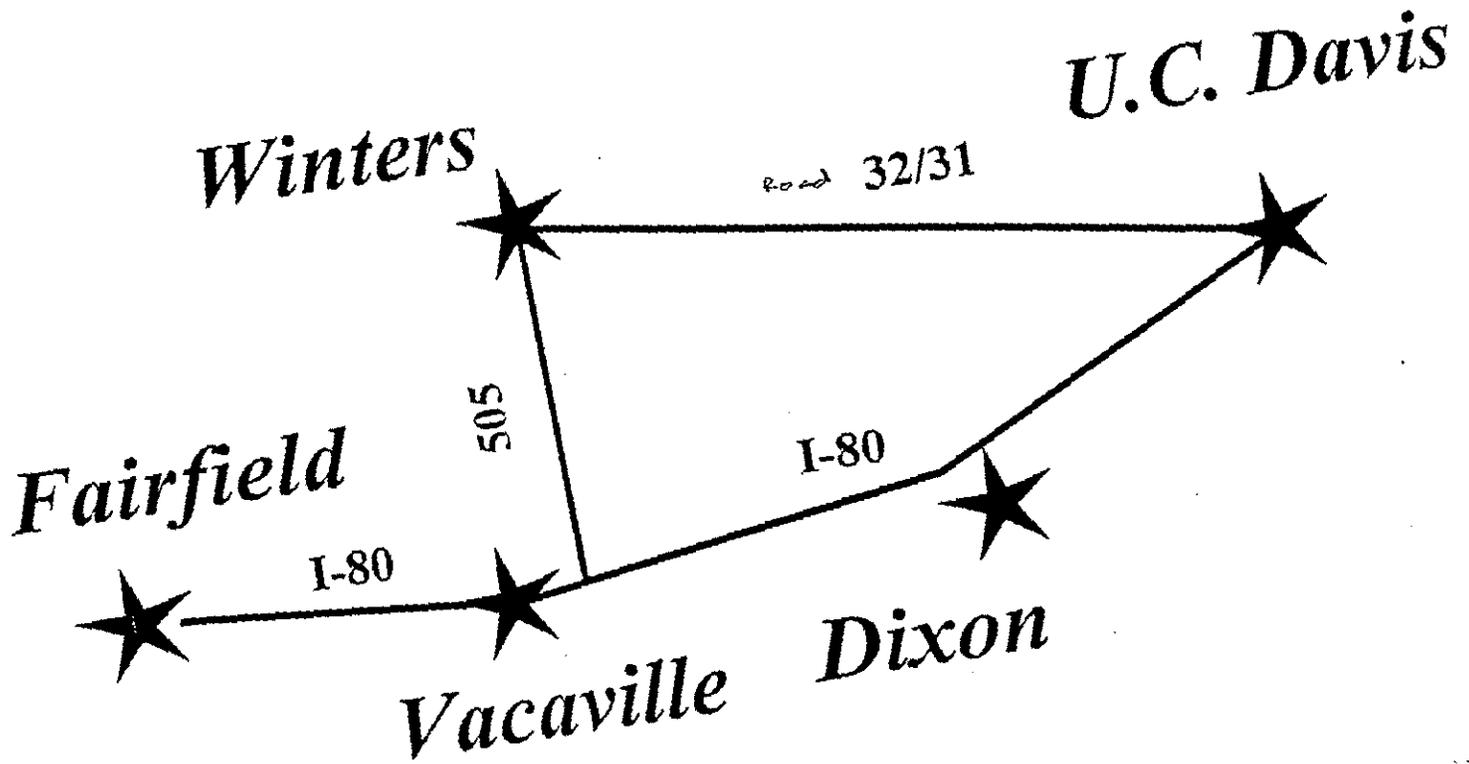
| | | Description | Location of Operations Base | Total Estimated Cost | Estimated Cost per Rev. Hour (assuming 2250 rev. hours as under current ops.) (includes vehicle cost) | Cost of CNG Vehicle per year | Estimated Operating Cost (Total cost minus vehicle cost) | Estimated Cost per Rev. Hour (assuming 2250 rev. hours as under current ops.) (minus vehicle cost) |
|-------------------------------|----------|---|-----------------------------|----------------------|---|------------------------------|--|--|
| Sacramento Regional Transit | Option 1 | Operating on same schedule as the current service | Sacramento | \$237,152 | \$105 | \$25,000 | \$212,152 | \$94 |
| Yolo County Transit Authority | Option 1 | Operating on same schedule as the current service | Woodland | \$163,870 | \$73 | \$30,000 | \$133,870 | \$59 |
| | Option 2 | Operating with the same schedule for the first and last run Mid day routes changed to layover in Yolo rather than Fairfield | Woodland | \$155,866 | \$69 | \$30,000 | \$125,866 | \$56 |
| | Option 3 | Combines the Yolo Winter's route with Citylink Route 30 into one loop Requires a diesel backup bus from the STA - see note 2 and 3 | Woodland | \$106,810 | \$47 | N/A - see note 4 | \$106,810 | \$47 |
| City of Fairfield | Baseline | Current operations with the city of Fairfield | Fairfield | \$94,590 | \$42 | N/A | \$94,590 | \$42 |

ADDITIONAL DATA

| | | | Actual Veh. Hours Used | Actual Cost per vehicle hour (not including vehicle) | OTHER Average Driver Wage | OTHER Driver Longevity |
|-------------------------------|----------|--|------------------------|--|---------------------------|------------------------|
| Sacramento Regional Transit | Option 1 | | 3,080 | \$69 | \$17.60 | 14 years |
| Yolo County Transit Authority | Option 1 | | 3,276 | \$41 | \$8.75 | 2 years |
| | Option 2 | | 2,871 | \$44 | \$8.75 | 2 years |
| | Option 3 | | 2,855 | \$37 | \$8.75 | 2 years |
| City of Fairfield | Baseline | | 2,250 | \$42 | | |

- Notes
1. Only FY 97-8 costs are addressed in this spreadsheet
 2. Option 3 of the YCTA needs approval of the city of Winters
 3. The cost of this option represents the STA's half of the proposed route
 4. YCTA option 3 includes the STA supplying a reserve vehicle, diesel

Proposed Combined Citylink/YOLOBUS Route



COMBINED YOLOBUS/CITYLINK ROUTE

| <u>Bus #1</u> | | <u>M-F</u> | <u>M-F</u> | <u>M-F</u> | <u>M-F</u> |
|---------------|---------|------------|------------|------------|------------|
| Fairfield | | 6:43 AM | 9:43 AM | 12:43 PM | 4:14 PM |
| Vacaville | | 7:10 AM | 10:08 AM | 1:08 PM | 4:39 PM |
| Dixon | | 7:23 AM | 10:33 AM | 1:33 PM | 5:04 PM |
| Davis | | 7:33 AM | 10:46 AM | 1:46 PM | 5:17 PM |
| Davis | | 8:15 AM | 11:15 AM | 2:46 PM | 5:17 PM |
| Winters | 6:13 AM | 8:50 AM | 11:50 AM | 3:21 PM | 5:52 PM |
| Vacaville | | 9:18 AM | 12:18 PM | 3:49 PM | |
| Fairfield | 6:43 AM | 9:43 AM | 12:43 PM | 4:14 PM | |

| <u>Bus #²*</u> | <u>M-F</u> | <u>M-Sat</u> | <u>M-Sat</u> | <u>M-F</u> |
|---------------------------|------------|--------------|--------------|------------|
| Winters | 7:05 AM | 9:36 AM | 12:36 PM | 3:36 PM |
| Davis | 7:40 AM | 10:11 AM | 1:11 PM | 4:11 PM |
| Davis | 7:40 AM | 10:40 AM | 1:40 PM | 5:07 PM |
| Dixon | 7:53 AM | 10:53 AM | 1:53 PM | 5:31 PM |
| Vacaville | 8:18 AM | 11:18 AM | 2:18 PM | 5:46 PM |
| Fairfield | 8:43 AM | 11:43 AM | 2:43 PM | 6:07 PM |
| Vacaville | 9:08 AM | 12:08 PM | 3:08 PM | |
| Winters | 9:36 AM | 12:36 PM | 3:36 PM | 6:37 PM |

* Initial Proposed Schedule -

*June 11, 1997
Agenda Item 9.1*



DATE: June 4, 1997
TO: STA Board
FROM: Martin Tuttle
RE: 1997-98 Priority Project Descriptions

On April 9, 1997, the STA Board approved a list of priority projects for 1997-98. At the May 14 meeting, \$100,000 of funds were budgeted for some of these projects as part of next year's budget. Staff indicated that a more detailed description would be brought back to the STA Board for discussion.

Attached are the detailed descriptions of the 14 priority projects for next year. For each one is listed a goal, lead agencies, project summary and proposed schedule. They are not ranked in any order of priority.

A location map has also been included.

**Solano Transportation Authority
Priority Projects
1997-98**

(Not listed in any Order of Priority)

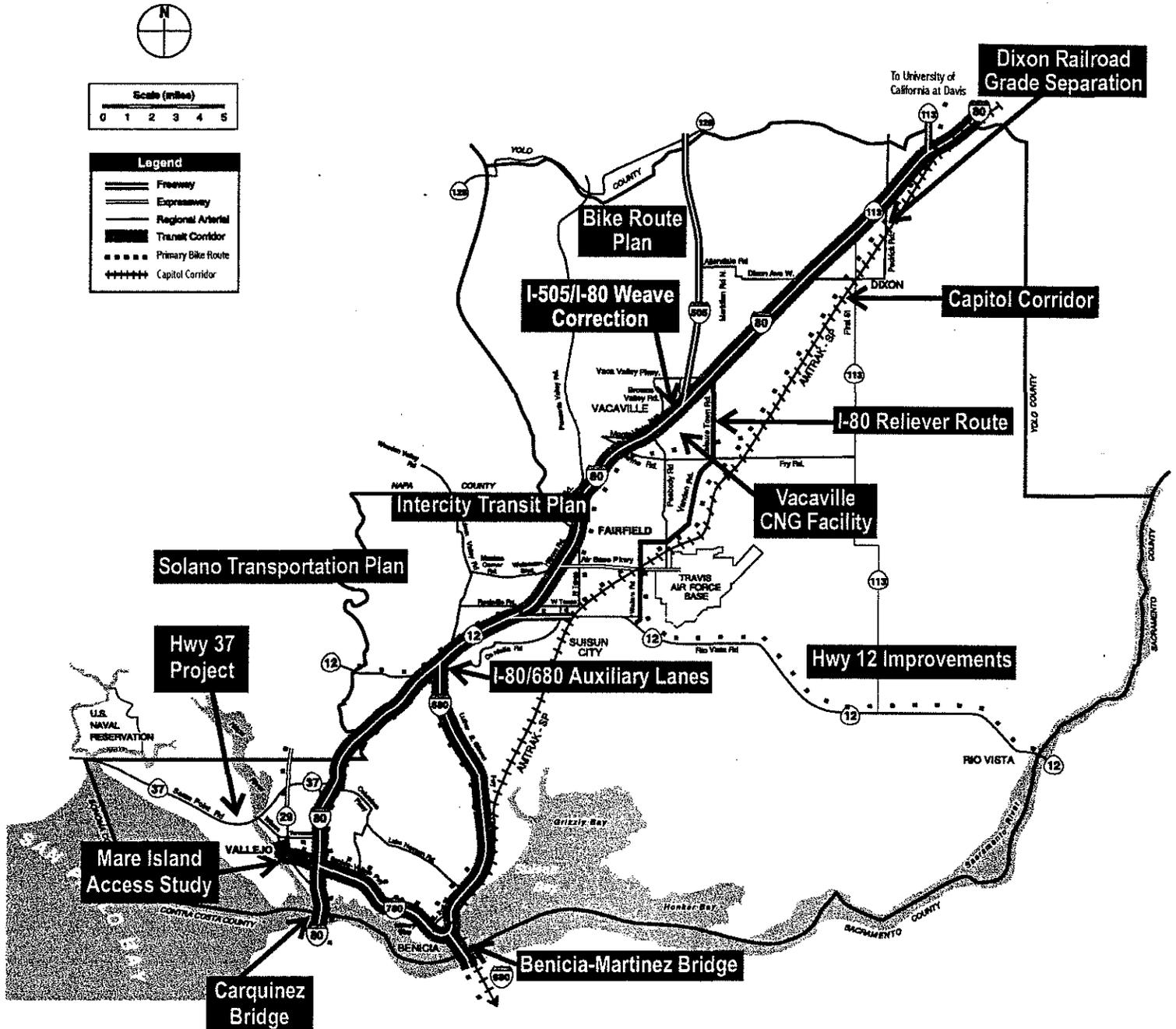
| | <u>Page</u> |
|---|-------------|
| Location Map of Priority Projects | 1 |
| ■ Benicia-Martinez and Carquinez Bridges | 2, 3 |
| ■ Solano Bike Route Plan | 4 |
| ■ Capitol Corridor | 5 |
| ■ Vacaville CNG Facility | 6 |
| ■ Solano Transportation Plan | 7 |
| ■ Highway 12 Improvements | 8 |
| ■ Highway 37 Widening Project | 9 |
| ■ I-505/I-80 Weave Correction | 10 |
| ■ I-80/680 Auxiliary Lanes | 11 |
| ■ I-80 Reliever Route | 12 |
| ■ Intercity Transit Plan | 13 |
| ■ Mare Island Access Study | 14 |
| ■ Dixon Railroad Grade Separation | 15 |

6/2/97

Solano Transportation Authority (STA)

Priority Projects

1997-98



Benicia-Martinez Bridge Project

Goal: Ensure the delivery of the second Benicia-Martinez Bridge is kept on schedule and local issues relating to the project are addressed.

Lead Agencies: Caltrans, STA and City of Benicia

Project Summary: Caltrans is proceeding with planning of the second Benicia-Martinez bridge project, which was funded by Regional Measure One bridge toll revenues. Key issues include:

- Caltrans has determined the design of the new span will be similar to the current bridge -- concrete box girder.
- The new location of the bridge is still not finalized, due to the recent need expressed by the Coast Guard for additional clearance between the project and the Union Pacific railroad bridge (350 feet rather than the planned 180 feet). Caltrans has appealed.
- Caltrans has acquired a wetlands mitigation site north of the project.

Schedule: Bridge design is expected to be completed in Spring 1998, construction slated to begin in Spring 1998 (grading) and project completed in Fall 2001.

Carquinez Bridge Project

Goal: Assist Caltrans in accelerating the construction schedule of the new Carquinez Bridge Project from 2004 to 2001 and ensure the interests of the City of Vallejo and Solano County are incorporated into the project.

Lead Agencies: STA, Caltrans and City of Vallejo

Project Summary: Caltrans determined that it is not be feasible to seismically retrofit the oldest of the two existing Carquinez bridges and, as a result, are proposing to accelerate construction of the new bridge. The oldest bridge, the westbound span, was built in 1927 and would cost an estimated \$70-90 million to retrofit. In addition, the retrofitting would involve replacing the deck, which would severely adverse traffic flow on Interstate 80.

The new bridge was authorized by the passage of Regional Measure One in 1988 and the project was originally included in the 1992 State Transportation Improvement Program (STIP) for construction in 1998 at a cost of \$280 million. Key issues include:

- Resolve scoping issues with Caltrans and the Contra Costa County Transportation Authority (CCCTA), including type of bridge, transit capacity, short and long term impacts to Interstate 80 through the City of Vallejo, and construction impacts.
- Two primary design options remain under consideration—suspension and cable stayed. “Preferred” design will be recommended soon.
- Working with local officials and the public to develop the project.

Schedule: Caltrans has been working with the STA, City of Vallejo, CCCTA and local interests during the past year to resolve major project scoping issues. Caltrans is preparing “responses to comments” received during environmental review process. Record of Decision (ROD) is expected by August or September 1997. Construction is slated to begin in 1998.

Solano Bike Route Plan

Goal: Further implementation of the Primary and other Phase 1 bike routes in the Countywide Bicycle Plan

Lead Agency: STA

Project Summary: This is a follow-up to our 1995 Solano Countywide Bicycle Plan and a continuation of the implementation activities started in 1996-97. Particular attention would be given to obtaining funding and implementing the key gaps of the primary bike route and initiating other key secondary or recreational routes including:

- Making grant applications and obtaining additional funding needed to complete the Dixon-Davis Bike Route. Working with Union Pacific Railroad Co., PG&E and/or adjacent property owners to obtain necessary easements or alternate alignments to implement the most direct route possible for this bike route. Assisting Solano County and City of Dixon to complete the environmental assessment(s) and commence plans and specifications for both Phase 1 (Old Davis Road Bridge-U.C. Davis) and Phase 2, the remaining portion of the 7.1 mile segment of the primary route to downtown Dixon.
- Assisting City of Vallejo (as needed) to finalize the necessary funding, environmental assessment, secure necessary right-of-way, prepare plans & specifications and bid documents to commence the construction of the primary bike route segment from Vallejo to Fairfield connecting Columbus Parkway-Hiddenbrooke Parkway-McGary Road-Red Top Road.
- Working with the Solano Bicycle Advisory Committee, bike clubs and other interested organizations to apply for the necessary funding and provide necessary input to develop a higher quality intercity bicycle map and implement the new proposed primary bike route sign.
- Assisting Solano member jurisdictions to secure additional funding to implement their key primary and secondary segments of the Countywide Bicycle Plan.

Schedule: Through our bicycle consultant, assist member jurisdictions to apply for additional state, federal and regional bike funding for key segments during 1997-98. Apply for Office of Traffic Safety grant to fund countywide bicycle map and produce new bike route signs w/logo.

Capitol Corridor

Goal: Promote continued development of comprehensive passenger rail service on the Capitol Corridor, including legislation shifting the management and funding of the service from Caltrans to the Capitol Corridor Joint Powers Board.

Lead Agency: STA and Capitol Corridor Joint Powers Board (CCJPB)

Project Summary: The Capitol Corridor passenger rail service was implemented in 1991, serving the Interstate 80 corridor from Roseville to San Jose with a local stop at Suisun City. A fourth round trip was added in 1996 and two additional roundtrips are scheduled for 1998. Key issues for the service include:

- Completing the Interagency Transfer Agreement between the State and CCJPB for the management of the service.
- Working with the CCJPB and its managing agency (BART) to improve the management of the service.
- Improving the current annual ridership of over 430,000 and fare revenues.
- Keeping the ongoing Proposition 116 funded track improvements on schedule in order to increase train speeds and frequency.
- Working with Union Pacific Railroad Company to help ensure that increase levels of freight traffic over the route do not delay passenger trains.
- Developing parking improvements at the existing Suisun-Fairfield passenger station and continue planning for new stations at Fairfield-Vacaville, Dixon and Benicia as outlined in the Solano Rail Facilities Plan.

Schedule: Track improvements are well underway and most grade crossings were improved during 1996 and 1997. TCI funds have been extended for R-O-W acquisition for the Fairfield-Vacaville station to allow them to complete environmental studies. TCI funded improvements for the Dixon station right-of-way and Suisun-Fairfield station are expected to be programmed and/or completed during 1997-98. BART is expected to commence operation of the service during the next fiscal year. Two new roundtrips are expected to commence in June 1998.

Vacaville CNG Facility

- Goal:** Monitoring and supporting the efforts of the City of Vacaville to implement a Compressed Natural Gas (CNG) facility for transit and other public vehicles and the purchase of CNG vehicles.
- Lead Agency:** City of Vacaville
- Project Summary:** The City of Vacaville has secured CMAQ funds to construct a CNG facility and acquire three CNG buses. Vacaville has three years to complete these projects. Vacville has indicated that it will allow other public agencies to utilize this new facility. The STA has been working on a transit coordination study which includes promoting intercity transit services and providing opportunities for joint use of transit facilities.
- Schedule:** On-going during FY 1997-98 and beyond in context with the Intercity Transit Coordination Implementation Plan.

Solano Transportation Plan

Goal: Update Countywide Transportation Plan

Lead Agency: STA

Project Summary: The Solano Economic Development Corporation (SEDCORP) Transportation Action Team, including industry professionals in partnership with the Solano Transportation Authority, will work with a broad based steering committee and the STA and its member agencies to develop a Solano Transportation Plan.

This Plan will identify priority programs and projects, and provide a blueprint for implementation over the next 10-20 years, to maintain mobility as Solano County grows. Funding recommendations, which may include local revenue generated options, are anticipated to be included in the Plan.

The proposed approach, outlined below, identifies six steps.

- Step 1: Conduct Survey
- Step 2: Establish Public/Private Steering Committee
- Step 3: Identify and Review Candidate Projects and Programs
- Step 4: Identify Revenues for Alternative Program Periods
- Step 5: Review and Adjust Candidate Project/Program Cost Estimates
- Step 6: Develop Draft Plan

Schedule: Tasks 1-6 are expected to be completed September 30, 1997

Highway 12 Improvements

Goal: Improve the safety and operation of Highway 12

Lead Agency: STA, City of Rio Vista, City of Suisun City, and Caltrans

Project Summary: In December 1994, Caltrans prepared a report to the state legislature in response to House Resolution 45 (Hannigan) that reviewed the options to improve the safety of driving on State Route 12, including the short range (5 years) and long range solutions needed between Suisun City and the City of Rio Vista. The STA will continue working with Caltrans to ensure that the operational enhancements are implemented on schedule. Specific projects that will be monitored include:

- Increased enforcement activities on Route 12, including the pending double fine bill.
- Complete highway improvements from Scandia Road to the Denverton railroad bridge.
- Establish additional operational improvements including left turn pockets, additional passing lanes and shoulder widening.
- Work with Solano County and Caltrans to ensure that improvements are made at the Scally Road intersection.
- Preparation of preliminary engineering reports for future State Highway Operations and Protection Program (SHOPP) projects.
- Inclusion of Highway 12 in the North Bay Corridor planning studies.
- Work with MTC, Caltrans and Rio Vista to include long term (Track I and II) improvements in the Regional Transportation Plan (RTP).
- Assist the City of Rio Vista in the planning and implementation of improvements between Liberty Island Road and the Rio Vista Bridge.
- Support improvements to Highway 12 under the Interregional Road System (IRS) program, consistent with local and regional priorities.

Schedule: Staff will continue to monitor proposed improvements to the highway and assist in obtaining additional short and long term funding for improvements to this critical regional highway.

Highway 37 Project in Vallejo

Goal: Implementation of all elements of the White Slough Specific Area Plan and approval of the EIR/EIS.

Lead Agencies: STA, City of Vallejo and Caltrans

Project Summary: The first phase of the Highway 37 project would widen Highway 37 from the Napa River Bridge up to Highway 29 in the City of Vallejo.

The project requires fill of wetland areas under the jurisdiction of BCDC. State law does not allow the fill of wetlands under BCDC's jurisdiction for transportation projects. Special legislation (Hannigan) allowed an exception for thirteen acres to accommodate this project. One of the conditions of the legislation was the development of a Specific Area Plan for the White Slough area.

BCDC must be assured that implementation of certain elements of the White Slough Specific Area Plan is in progress prior to issuance of a permit to begin construction on the roadway improvement portion of the Plan.

Also, the North Bay Corridor Study, being conducted by MTC, will include long range improvement proposals that will help benefit various east-west commute corridors and provide various environmental enhancements in the North Bay including Highway 37.

Various actions must be accomplished to ensure that the Highway 37 project remains on schedule:

- Implementation of certain elements of the White Slough Specific Area Plan
- Draft EIR/EIS and Final EIR/EIS.
- Completion of the North Bay Corridor Study.

Schedule: Ongoing for duration of this fiscal year including participation in the North Bay Corridor Study. Efforts are also underway to secure funding for Phase 3 of project (Highway 37/29 interchange).

I-505/I-80 Weave Correction

Goal: Funding and implementation of the I-80/I-505 Weave Correction Project

Lead Agency: City of Vacaville and Caltrans

Project Summary: I-80 is the principal freeway route through Solano County providing service to interregional traffic as well as weekday commuter traffic between Sacramento and the Bay Area. I-80 is an eight lane freeway within the limits of this proposed project.

The ultimate I-80/I-505 weave correction project will lengthen the weaving distance between the I-505 southbound connector to westbound I-80, and E. Monte Vista Avenue off-ramp. Furthermore, it will provide width under the I-505 Interchange to add the fourth westbound lane on I-80; and, will correct deficiencies with the existing westbound ramps and collector road between the Nut Tree and Browns Valley Parkway. The ultimate weave correction was estimated at \$3.5 million in 1990 dollars.

The interim (Phase 1) project proposal will construct a portion of the ultimate improvements, relieving sufficient cost burden from the ultimate weave correction project. The interim project will close one on-ramp from E. Monte Vista Avenue at the Nut Tree, and will eliminate the connection of the collector ramp to the westbound on-ramp at Browns Valley Parkway. These improvements will eliminate a dangerous weave condition that currently exists at the merge for the westbound collector ramp, and the Browns Valley Parkway on-ramp.

Schedule: On-going during 1997-98. The City of Vacaville has submitted a TSM application and the project is also a potential candidate for SHOPP funding.

I-80/680 Auxiliary Lanes

Goal: Funding and implementation of the I-80/680 auxiliary lanes project

Lead Agency: STA and Caltrans

Project Summary: The junction of Interstate 80 with Interstate 680 is one of the most congested segments of the I-80 Corridor in Solano County. Daily traffic volumes on this segment exceed 100,000 vehicles per day. The EIR for the Benicia/Martinez Bridge and the I-80/I-680/I-780 Triangle Area Study showed that auxiliary lanes from I-680 to I-80 would substantially improve the level of service on this segment of I-80, as well as I-680.

Delays are caused at this interchange due to high volumes and inadequate merging distance. The auxiliary lanes would extend the distance available to the merging traffic, and reduce delays.

The STA's Financial Strategy for the I-80/I-680 Interchange Complex (initial project phases) outlined a plan to fund the needed improvements, as defined in a Project Study Report (PSR) prepared by Caltrans. Caltrans estimates the cost at \$4.9 million. This project is currently unfunded.

As recommended in the Financial Strategy for the I-80/I-680 Interchange Complex (initial project phases), the STA recently requested TSM funding for this project. The STA also supports State Highway Operation and Protections Program (SHOPP) funding for any eligible components of this project.

Schedule: The TSM application will be monitored during 1997-98. Other sources of funding will also be sought.

I-80 Reliever Route

Goal: Funding and implementation of Phase 1 of the I-80 Reliever Route, and development of a plan for improvements to Phase 2.

Lead Agency: STA

Project Summary: 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.

The STA secured \$2.5 million in funding for intersection improvements along the original alignment of the I-80 Reliever Route under the Traffic System Management (TSM) program, and assisted in the implementation of the intersection improvements.

The STA also secured \$4.7 million funding for intersection improvements and roadway realignments along the I-80 Reliever Route under the Surface Transportation Program (STP), and is currently assisting in the implementation of the improvements. The funded improvements include:

- The intersection of Peabody Road and Cement Hill Road
- An extension of Leisure Town Road to Vanden Road

In 1996-97 the Phase 1 report for the I-80 Reliever Route was completed. Phase 1 of the I-80 Reliever Route runs from Highway 12 at Walters Road to I-80 at the Leisure Town Road interchange. The cost of the remaining Phase 1 improvements is estimated to be about \$74 million. The STA has requested funding under the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) for Phase 1 of the Reliever Route. Additional sources of funding will be pursued if necessary.

Other major tasks during the next fiscal year include:

- Complete the environmental, right-of-way acquisition, and construction of the currently funded portions of Phase 1.
- Commence preliminary planning for Phase 2 of the route.

Schedule: Continue to monitor the implementation of funded Phase 1 projects. Secure additional funding for Phase 1. Begin discussions on the scope of Phase 2 of the project.

Intercity Transit Plan

Goal: Implement the action plans prepared for the Intercity Transit Coordination Study.

Lead Agency: STA

Project Summary: This is a follow-up to the 1996-97 Solano Intercity Transit Coordination Study. It is intended to implement each of the action plans recommended in that study. STA would retain consultants to continue working with the STA Board's Transit Steering Committee and local agency transit staffs. Major tasks would include:

- Working with the transit operators to conduct a countywide marketing and promotions program.
- Working with the transit operators to implement an intercity services action plan.
- Implementing the recommendations of the intercity transit organizational action plan including the proposal to create a Solano Intercity Transit Consortium.
- Developing a capital and operating plan for intercity ADA paratransit services.
- Exploring further opportunities for joint action and activities between the various Solano transit operators.

Schedule: Retain a transit consultant to continue to work with the Transit Steering Committee and transit operators to implement the action plans including intercity services, ADA and organizational structure. Retain a marketing firm to implement the marketing action plan.

Mare Island Access Study

Goal: Complete Mare Island Access Study to identify transportation improvements needed for reuse.

Lead Agency: City of Vallejo

Project Summary: The purpose of this study would be to identify the transportation needs for the Mare Island Reuse Plan, evaluate the ability of the existing transportation facilities to meet the future uses of Mare Island, and develop a cost effective transportation program that will facilitate the island's reuse. Although this study will take a cursory look at providing a new Southern Bridge access to Mare Island, it is expected that improvement of the existing access routes to the island in combination with transportation improvements on the island will be more cost effective and feasible in the short term. Access transportation improvements to be evaluated will include: Highway 37 easterly to I-80 and westerly to I-101; Mare Island Causeway northerly to Highway 37 and southerly to I-80/I-780 via City streets; rail service, ferry service, bus service and bicycle/pedestrian access. This study will also develop a detailed circulation plan for Mare Island.

In 1994 Congressman George Miller obtained a \$500,000 Demonstration Project Grant to fund this Mare Island Access Study. To date, the City has been unable to proceed with this study due to the lack of the 20% local match (i.e. \$100,000) required.

Schedule: On-going through 1997-98.

Dixon Railroad Grade Separation

Goal: Improve safety and traffic circulation in downtown Dixon.

Lead Agency: City of Dixon

Project Summary: The Union Pacific Railroad bisects downtown Dixon. Freight service on this line blocks both major arterials through downtown Dixon, and prevents cross town traffic, including emergency services. The current at grade crossing also prevents the flow of pedestrian traffic, especially school children who must now cross the tracks.

Planning, environmental analysis, and design of a railroad/roadway grade separation in downtown Dixon have been funded with federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds. An additional \$3.852 million is needed to fund construction. These funds have been requested as part of the upcoming reauthorization of ISTEA.

Preliminary engineering, design and environmental studies are scheduled to be completed by December of 1998. Right -of- way acquisition is scheduled by December of 1999. Should funding for construction become available, construction could be complete by July of 2001.

The City of Dixon has selected Nolte and Associates to conduct preliminary engineering tasks required in advance of the project. Work will commence when Caltrans finalizes the pre-award audit. Other major tasks include:

- Secure additional federal earmark funds, or other funds, to complete the project.
- Commence the environmental and preliminary engineering designs for the project.

Schedule: Ongoing effort for 1997-98.