



**Board Meeting  
October 9, 1996  
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**

**6:00 p.m.**

**October 9, 1996**

**STA Board Room**

**333 Sunset Avenue, Suite 230**

**Suisun City, CA**

**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
- 6.1 Minutes of Meeting of September 11, 1996.
- 6.2 Draft Minutes of September 25, 1996 TAC Meeting.
- 6.3 Approval of 1996-97 Solano Paratransit contract with the City of Fairfield.  
Page 33 (Matt Todd)

**\*\*\*\*End of Consent Agenda\*\*\*\***

**7.0 ACTION ITEMS NON FINANCIAL VOTE**

- 7.1 Consider approval of a letter to Congressman Fazio and Riggs concerning funding for the improvement of North Gate Road. Page 35 (John Gray)
- 7.2 Consider a resolution supporting a revised provision for rail transit on the proposed Benicia-Martinez Bridge. Page 41 (Martin Tuttle)

- 7.3 Consider a resolution supporting Vallejo's request to the California Department of Transportation that a rail option be preserved as part of the Carquinez Bridge Project. Page 57 (Martin Tuttle)**
- 7.4 Transfer of funding from a segment of the I-80 Reliever Route to the Highway 12 project. Page 61 (Martin Tuttle)**

#### **8.0 ACTION ITEMS FINANCIAL VOTE**

- 8.1 Award of a consulting contract for development of an Action Plan for I-80/680 Improvements. Page 65 (Kim Kloeb)**
- 8.2 Award of a consulting contract for development of an Intercity Transit Coordination Study. Page 67 (Dan Christians)**

#### **9.0 INFORMATION ITEMS NO ACTION NECESSARY**

- 9.1 A presentation of the I-680/80/780 Triangle Area Study. Page 69 (Paul Menaker)**
- 9.2 STA transportation conference/workshop. Page 71 (Steve Lessler)**
- 9.3 Board Members Comments.**

Adjourn (Next Meeting: November 13, 1996)



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

October 9, 1996  
Agenda Item 3.0

Area Code 707

422-6491 ♦ Fax 429-2894

**MEMORANDUM**

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

DATE: October 2, 1996  
TO: STA Board  
FROM: Martin Tuttle *Mt*  
RE: EXECUTIVE DIRECTOR'S REPORT

**ADMINISTRATION**

Martin Tuttle  
Executive Director

**Accounting/budget.** As reported last month, Vacaville finance staff have completed their final review of our overall fund balance as provided by the county. Our independent auditor (Macias & Gini Company) has confirmed Vacaville's general approach in reviewing past balances and applauded the city's accounting setup for the STA. However, due to the county's inadequate accounting system, both Vacaville and the auditor have found it very difficult to confirm our specific fund balances.

Overall, the STA appears to have a substantial positive balance. We intend to work with Vacaville and the auditor in the next few weeks to finally conclude our long awaited financial analysis in time for a brief presentation to the STA Board in November.

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

**Caltrans Project Development Team, Oakland, September 12**

Joined Vallejo staff at the meeting to review preliminary constructability reports on the four design options for the new Carquinez Bridge. Caltrans staff also provided initial estimates on the cost of accommodating rail transit on the project (see related agenda item 7.3).

**Capitol Corridor JPB Staff Coordinating Group, Suisun City, September 16**

Met with executive directors of agencies with representatives on the CCJPB to address upcoming agenda items, including the proposed joint powers agreement, which will be consider by the CCJPB on October 16. This new staff committee was directed by the CCJPB to review and comment on all agenda items proposed by the CCJPB's managing agency staff (BART).

**Metropolitan Transportation Commission, Oakland, September 16**

Presented the proposed TIP amendment advancing STP funds from the Fairfield Reliever Route project to the Highway 12 widening project to MTC's Partnership, Plans and Programs Committee (3PC). The committee approved the proposal (see related agenda item 7.4).

**Contra Costa Transportation Authority/STA subcommittee, Hercules, September 18**

Joined Board members Pactchell, Tatum and Sperring at the meeting to receive project updates on the proposed Benicia-Martinez and Carquinez bridge projects. The issue of pursuing an allocation of \$25 million from the CTC to provide for the accommodation of rail transit on the proposed new Benicia -Martinez Bridge was raised by MTC (see related agenda item 7.2).

**Metropolitan Transportation Commission, Livermore, September 23**

Attended MTC's Bay Area Partnership meeting, attended by managers of the 31 transportation agencies in the Bay Area, to review the process used by the Alameda County Transportation Authority to build regional support for renewing their sales tax measure and to tour the new BART station under construction near Livermore.

**Health Shuttle meeting, Fairfield, September 24**

Rode the Courage Drive Health Shuttle with Mayor Sperring, MTC's Ann Flemer and Deidre Heitman, and Kevin Daughton to a meeting at the county health facility. It was agreed upon that the City of Fairfield and the County would provide all-day shuttle service -- 7:30 a.m. to 6:00 p.m. -- in response to last month's unmet transit needs hearing (see attached memo from MTC's Bill Hein).

**Bay Area Congestion Management Agency Association, San Francisco, September 27**

Dan Christians attended the meeting to review the status of transportation bills from the recently concluded legislative session and to receive information on the CTC's proposal to adopt the 1998 STIP in December 1997 (see attached memo and schedule).

**Focus on the Future Conference, Redwood City, September 30**

Spoke on a panel addressing the future of intercity rail at the annual meeting of the Self-Help Counties Coalition (counties with transportation sales tax measures).

-- after agenda mailout --

**San Francisco Bay Conservation and Development Commission, Suisun City, October 3**

To attend special meeting of the BCDC to hear Caltrans' Carquinez Bridge project presentation.

**SEDCORP, Solano College, October 4**

To participate in SEDCORP's 1996 Economic Visioning Retreat.

**LEGISLATIVE REPORT:** (none)

**UPCOMING EVENTS:**

- |             |   |
|-------------|---|
| October 10  | Reliever Route Project meeting in Suisun City                                       |
| October 16  | Capitol Corridor Joint Powers Board in Suisun City.                                 |
| October 16  | California Transportation Commission in Monterey.                                   |
| October 17  | Joint subcommittee of the STA and Contra Costa Transportation Authority in Benicia. |
| October 18  | STA Board/staff workshop in Fairfield.  |
| October 18  | STA Paratransit Coordinating Council (PCC) in Fairfield.                            |
| October 25  | Bay Area CMA meeting in Oakland.  |
| October 30  | STA Technical Advisory Committee (TAC) in Suisun City.                              |
| October 30  | MTC meeting, followed by 25th anniversary reception, in Oakland.                    |
| November 13 | Capitol Corridor Joint Powers Board in Suisun City.                                 |
| November 13 | STA Board meeting in Suisun City.   |

**ATTACHMENTS:**

STA Priority Projects -- status report  
Key news articles

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

<b>Project</b> Lead Agency	<b>Allotted PDF Funds</b>	<b>Matching Funds</b>	<b>Claimed PDF Funds</b>	<b>Status</b>
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Vallejo, STA	\$20,000	\$20,000		-CCTA/STA subcommittee to meet 10/17 to receive Caltrans project updates
<b>Benicia Transit and Vallejo Transit Coordination Study</b> Benicia, Vallejo	\$3,500	\$14,000		-RFP to be released in March '97 (MTC \$14,000 match approved June '96)
<b>Bike Route Implementation Plan</b> STA	\$15,000	*	\$1,366	-Clean Air Fund application for Vjo-FF /I-80 route segment, funding has been recommended for \$392,000 pending on securing the local match -Vallejo TEA applic. on Bay Area contingency list, pending CTC determination of funds to be granted -Contract signed with Michael Jones and Assoc. on August 14
<b>Capitol Corridor</b> STA	\$1,000	*	\$836	-Mayor Spering appointed as interim chairman at 1st meeting of CCJPB on September 9 -Suisun/Fairfield station TCI grant submitted 9/1
<b>Dixon Migrant Camp Unmet Needs Study</b> County of Solano	\$2,000	*	\$1,837	-Trial service has been implemented on Wednesday mornings with City of Dixon vehicles, Sept.-Oct.
<b>Electronic Toll Collection</b> Caltrans	*	*		-Initial system design failed to meet the minimum performance standards set. Next trial run in 4/97 and open to public late 97 on Carquinez bridge
<b>Highway 12 Improvements</b> STA	*	*		-TSM application submitted by Caltrans District 4 to Sacramento to compete with projects statewide
<b>Highway 37 Project</b> Vallejo, STA	*	*		-Bill Gray to prepare status reports as part of STA/Vallejo contract
<b>Highway 113 Relocation</b> Dixon	*	*		-CMAQ application submitted, pending CMAQ fund estimates from SACOG
<b>I-80/680 Auxiliary Lanes</b> STA	\$10,000	*		-3 proposals have been received, STA Board to select consultant 10/9
<b>I-80 Reliever Route Implementation Plan</b> STA	\$5,500	\$50,000		-STA approved cooperative agreement at the September meeting -STA approved contract with Korve Engineering on 7/10/96 -Vacaville request to fund aerial photography
<b>Mare Island Access Study</b> Vallejo	\$25,000	\$475,000		-Initial review included in Bill Gray contract
<b>Transit Management Plan</b> STA	\$4,000	\$56,000		-3 proposal have been received, STA Board to select consultant 10/9
<b>Travis AFB North Gate Connector</b> County of Solano	\$5,000	*		-STA to consider letter to congressional delegation on 10/9 in support of federal funding for the project
<b>Weigh in Motion (WIM) system</b> Caltrans	*	*		-Project has been awarded, preconstruction meeting held on 9/16
<b>TOTAL</b>	<b>\$116,000</b>	<b>\$615,000</b>	<b>\$4,039</b>	
		<b>\$731,000</b>		

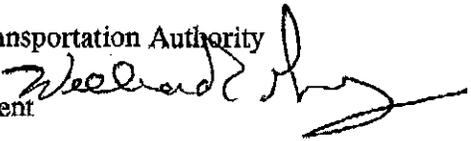
\* No funds allotted at this time



William R. Gray and Company

Transportation Consulting & Strategic Project Planning

DATE: October 1, 1996

TO: Marty Tuttle, Solano Transportation Authority  
FROM: William R. Gray, President   
SUBJECT: September 1996 Status Report - Solano Transportation Authority

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This is a status report on Caltrans' efforts to advance project development work on both the Benicia/Martinez and Carquinez bridges.

A joint meeting of representatives of the Solano Transportation Authority (STA) and the Contra Costa Transportation Authority (CCTA) was held on September 18, 1996 in Hercules. The agenda included a number of reports from Caltrans on efforts to advance completion of both projects.

**Benicia-Martinez Bridge Project.** Insuring provisions for future rail transit on the proposed new Benicia/Martinez bridge has been a priority for the City of Benicia and the STA for quite some time. Working in cooperation with the CCTA and the Metropolitan Transportation Commission (MTC), the STA advocated that the design of the new bridge be sufficient to support future rail transit. Caltrans developed a strategy to upgrade the structural capacity of the piers and foundations sufficient to allow the deck to be widened in the future to provide room for rail transit on the deck of the new bridge. Caltrans estimated the cost of upgrading the structure to handle the increased loading that would result from a future widening of the deck to accommodate rail at \$25 million.

Because the original budget approved by the California Transportation Commission (CTC) did not include funds to upgrade the structure to handle a future widening to accommodate rail, Caltrans presented a request for additional funds to the CTC in February of 1996. In response to questions from Commissioner Joe Duffel and others, Caltrans agreed to provide additional information related to the proposal and its cost effectiveness. Caltrans' request was deferred pending completion of a more detailed cost benefit analysis and a report on the benefits of the proposal.

Caltrans subsequently determined that the new structure would not be able to accommodate Capitol Corridor type rail service because of a 3.5 percent grade on the south end of the proposed bridge. As of the date of this memorandum, no other mode of rail transit service has been identified for consideration in the corridor.

October 1, 1996

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In light of the CTC's request for addition information and Caltrans' determination that the bridge, even if upgraded structurally, would not be able to accommodate a Capitol Corridor type rail service, the MTC began to reconsider it's support for the proposal and completed an independent cost-benefit analysis. MTC staff concluded that it would not be cost effective to spend an additional \$25 million on the project unless the structural upgrades were likely to be utilized within twenty to twenty-five years. They did conclude, however, that if costs could be kept to below \$10 million, it would become cost effective.

After reviewing the above information and after a report on the issue from Bill Hein, Deputy Director of MTC, the CCTA/STA subcommittee voted to ask CCTA and STA to consider withdrawing their requests that the budget for the Benicia-Martinez Bridge project be augmented by \$25 million to accommodate future rail transit. It is important to note that the action of the CCTA/STA subcommittee included a request that Caltrans evaluate and report on the feasibility of a more limited structural upgrade sufficient to allow the conversion of the shoulders on the new bridge to be converted a single track rail. In addition, the subcommittee voted to ask that Caltrans and MTC support the use of Regional Measure 1 funds for priority improvements to the bridge approaches, including the 680/80 interchange in Solano County.

A draft resolution on this issue was prepared and forwarded for your consideration.

While Caltrans continues to advise that the Benicia-Martinez Bridge project is on schedule, District 4 staff recently advised that they have yet to resolve a number of issues related to wetlands mitigation and that they do not yet have the necessary approvals from some of the regulatory agencies. If these issues are not resolved soon, they could potentially delay final approval of the Environmental Impact Statement (EIS) and therefore delay construction of the new bridge. District staff is in consultation with the affected resource agencies and hopes to be able to resolve the issues within the next few weeks. We will continue to monitor the situation closely.

**Carquinez Bridge Replacement Project.** Caltrans held two public informational meetings during the month of September. The first was in the City of Vallejo on Tuesday, September 24, 1996. We understand from Caltrans that the meeting was not well attended. As far as we know, no new areas of concern were raised at the meeting.

The second public informational meeting was held in Crockett on Wednesday, September 25, 1996. The purpose of the Crockett meeting was to focus on the Crockett Interchange, the Cummings Skyway and bicycle and pedestrian related issues. The meeting was well attended and Caltrans received considerable input on these two issues. At this point, it appears that the general consensus of the community is that they want to see the Crockett interchange reconstructed with the project.

Caltrans presented some initial information regarding the cost to upgrade the proposed



October 1, 1996

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Carquinez bridge to accommodate rail transit to the CCTA/STA subcommittee at their meeting on September 18, 1996. We are in the process of evaluating this information and will provide our analysis and recommendations in a future memorandum.

If you have any questions or would like any additional information, please do not hesitate to give me a call.

WRG:nc

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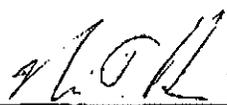
Page 2

In response to the hearing testimony, Commissioner Sperring and MTC staff met with staff of the City of Fairfield, the Solano County Transportation Authority and individuals who testified at the hearing. As a result of this meeting, the City of Fairfield and the County of Solano have agreed to provide all-day shuttle service to the Courage Drive health facility. This agreement will require an amendment to the existing MOU between the City and County. The points of the agreement are as follows:

1. By the end of October, the shuttle service will be expanded to operate up to a full day from 7:30 a.m. to 6:00 p.m. The actual hours are subject to confirmation of health facility staff. The City will add at least one, and possibly two significant destinations along the shuttle route. The shuttle will remain in operation until the City has either established fixed route service to that area of town, subject to modification based on regular evaluation and monitoring. Funding for the increased shuttle service will continue to be provided by the City of Fairfield and County of Solano.
2. The City of Fairfield and the County of Solano will work with a planning committee to define appropriate service standards for the shuttle, provide on-going monitoring and develop a marketing strategy for the service. MTC staff will assist in this evaluation process and results of the evaluation will be reported to GR&AC in early 1997. This committee will consist of members of the community including riders, County Department of Health and Social Services caseworkers, members of the Solano Community Services Task Force, the Solano Transportation Authority and MTC.
3. The City of Fairfield will complete a Short Range Transit Plan (SRTP) next calendar year which will include an analysis of potential demand in the Solano Business Park/health facility area. If the SRTP analysis supports a fixed route service, such service would replace the shuttle as early as FY 1997-98. Funding for any permanent fixed route service will be the responsibility of the City. The planning committee which is described in 2 above will be an integral part of this planning effort.

#### MTC STAFF RECOMMENDATION

In order to ensure that this agreement is implemented as quickly as possible, MTC staff recommends that the Commission revise MTC Resolution No. 2861 to condition the disbursement of the allocation of \$273,980 FY 1996-97 TDA Article 8 funds to the County of Solano for streets and roads purposes upon the County's approval of a revised Memorandum of Understanding with the City of Fairfield based on the above agreement. The City of Fairfield has not yet claimed TDA funds for streets and roads purposes. However, staff will withhold any recommendation of such funding pending implementation of the agreement.

  
\_\_\_\_\_  
William F. Hein

METROPOLITAN TRANSPORTATION COMMISSION  
Grant Review and Allocations Committee

October 4, 1996

MTC Res. Nos. 2861 and 2867, Revised

Staff Evaluation  
TDA/STA Article 8  
(PUC Sections 99400(a), (c) and (e))  
FY 1996-97

A. Applicant:

The County of Solano and the Solano Transportation Authority.

B. Project Descriptions:

- Transit operating assistance for the County of Solano and transit capital assistance for the Solano Transportation Authority.

C. Actions Requested:

- Allocate \$1,000 FY 1996-97 TDA Article 8 funds to the County of Solano for transit operating assistance.
- Allocate \$5,000 FY 1996-97 STA Northern Counties Population Based funds to the Solano Transportation Authority for transit capital purposes.

D. Prior Actions:

- FY 1996-97 Fund Distribution - MTC Resolution No. 2850, approved on February 28, 1996.
- FY 1996-97 Solano County Annual TDA Claim - MTC Resolution 2861, approved on June 26, 1996.
- FY 1996-97 Solano County Annual STA Claim - MTC Resolution 2867, approved on June 26, 1996.
- Finding that there are no unmet transit needs that are reasonable to meet in the jurisdictions in Solano County for FY 1996-97.

E. Recommendation:

Refer MTC Resolution Nos. 2861, Revised and 2867, Revised to the Commission.

F. Background/Analysis:

See next page.

F. Background/Analysis:

**COUNTY OF SOLANO**

The County of Solano is requesting \$1,000 FY 1996-97 TDA Article 8 funds for the purpose of operating a four-week trial shuttle service between the City of Dixon and the Dixon Migrant Farm Workers Camp that lies in an unincorporated County area between the cities of Dixon and Vacaville. Residents of the migrant farm camp, which is open only from May through October of each year, currently have no public transit service.

The shuttle service, which will be operated under contract by the City of Dixon, will provide service to and from the City of Dixon one day a week. This request will fully fund the shuttle service for a four-week trial period before the camp closes for the season to test the potential ridership.

Transit service to the migrant farm camp was raised as a potential unmet transit needs issue at the FY 1996-97 unmet transit needs hearing held in September, 1995.

**SOLANO TRANSPORTATION AUTHORITY**

The Solano Transportation Authority is requesting \$5,000 FY 1996-97 STA Northern Counties Population-Based Article 8 funds to provide the local match for two natural gas powered paratransit vehicles funded through an AB 434 grant. Total cost of the project is \$165,000.

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MARY F. BERGLUND, Chairman  
EDWARD G. JORDAN, Vice Chairman  
P. GREGORY CONLON  
OCTAVIA DIENER  
JERRY B. EPSTEIN  
PETER L. NIMAN  
EDWARD B. SYLVESTER  
SENATOR QUENTIN L. KOPP, Ex Officio  
ASSEMBLYMAN LARRY BOWLER, Ex Officio

STATE OF CALIFORNIA

PETE WILSON  
GOVERNOR



ROBERT I. REMEN, Executive Director

## CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52  
P.O. BOX 942873  
SACRAMENTO 94273-0001  
FAX (916) 653-2134  
FAX (916) 654-4364  
(916) 654-4245

September 20, 1996

To: Regional Agencies and County Transportation Commissions

### Advancement of the 1998 STIP

At the September meeting, the California Transportation Commission directed staff to advise regional agencies of the Commission's intent to adopt the 1998 STIP in December 1997. This would advance 1998 STIP development by 3½ months, with adoption of the Fund Estimate on May 1 and submission of the PSTIP and RTIP proposals by September 1.

Accelerating the 1998 STIP will give the Commission an earlier opportunity to program some of the \$1.35 billion in State Highway Account funds freed up by the passage of Proposition 192, the Seismic Retrofit Bond Act. Although the Commission does not yet know what portion of those funds will actually be available for STIP programming, we do know that the funds freed up are in the STIP's early years. With the passage of the Proposition 192, State Highway Account cash balances are building and delivery rather than cash has become the constraint on STIP allocations.

Of course, the seven-year 1998 STIP will also add funding and projects in two new fiscal years FY 2003-04 and FY 2004-05. Those two new years will complete a four-year county minimum period, the second of two periods in the 1998 STIP. All new programming capacity will be applied, 60% to the South counties and 40% to the North counties. Within each of the two county groups, the Commission will need to meet all county minimums, as much as possible, across the seven-year STIP period. To do this will require that the Commission minimize county minimum deficits for the period ending FY 2000-01, deficits which must be made up from discretionary funds in the following period. For North counties, in particular, this means that the Commission will need to give special consideration to projects in deficit counties that can be delivered by FY 2000-01.

Attached for your information are:

- A proposed 1998 STIP Development Schedule, including notation of key CTC meetings.
- A chart of current county minimum status, including deficits for the period ending FY 2001 and 1996 programming against the period ending FY 2005.

Please direct any questions you may have concerning these attachments to David Brewer, the Commission's Deputy Director for Highways and Programming, phone (916) 653-2094, e-mail: [dbrewer@trmx3.dot.ca.gov](mailto:dbrewer@trmx3.dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Robert I. Remen".

ROBERT I. REMEN  
Executive Director

## PROPOSED 1998 STIP DEVELOPMENT SCHEDULE

<p>Caltrans presents Proposed 1998 Fund Estimate.</p> <p>CTC adopts 1998 Fund Estimate.</p> <p>Caltrans submits PSTIP and regions submit RTIPs.</p> <p>CTC holds STIP hearings, North and South.</p> <p>CTC staff makes recommendations available.</p> <p>CTC adopts 1998 STIP.</p>	<p>CTC meeting, April 2-3, 1997 (Sacramento).</p> <p>CTC meeting, April 30-May 1, 1997 (Sacramento).</p> <p>By September 1, 1997.</p> <p>Late September/early October, yet to be scheduled. CTC meeting currently scheduled in San Diego, September 18-19, 1997.</p> <p>By November 19, 1997.</p> <p>CTC meeting, December 9-10, 1997 (Sacramento).</p>
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1,318	1,034,445
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1,318	1,034,445
1,318	2,031,354

**SUMMARY OF CURRENT COUNTY MINIMUM STATUS**  
**Includes STIP Amendments and Project Allocations through September, 1997**  
(\$1,000's)

County	1997	1997-2001 Period		Status at FY 2001		FY 2001-05
	Deficit Carryover	Amount Programmed	County Minimum	Cum Deficit	Net Surplus	Amount Programmed
Alameda	0	40,957	64,466	23,509	0	0
Alpine	0	1,409	1,806	397	0	0
Amador/Calaveras	0	13,902	8,766	0	5,116	0
Butte	20,884	33,885	12,385	0	415	0
Colusa	0	2,604	3,196	592	0	0
Contra Costa	0	11,478	40,095	28,619	0	0
Del Norte	1,430	11,788	3,038	0	7,300	0
El Dorado LTC	588	13,417	7,306	0	5,522	0
Fresno	0	56,814	42,326	0	14,488	0
Glenn	0	0	3,498	3,498	0	0
Humboldt	0	1,311	12,668	11,357	0	0
Kings	0	0	8,082	8,082	0	0
Lake	0	1,731	5,253	3,522	0	0
Lassen	0	0	7,730	7,730	0	0
Madera	0	16,484	6,900	0	9,584	0
Marin	10,731	31,360	12,717	0	7,912	0
Mariposa	355	4,530	3,153	0	1,023	0
Mendocino	0	69,823	11,850	0	57,973	0
Merced	0	29,797	13,777	0	16,020	0
Modoc	0	0	4,217	4,217	0	0
Monterey	16,975	95,061	22,813	0	55,273	0
Napa	8,141	28,362	7,571	0	12,650	0
Nevada	0	18,481	6,433	0	12,048	0
Placer TPA	0	0	10,406	10,406	0	0
Plumas	0	1,485	4,778	3,293	0	0
Sacramento	98,431	135,175	53,606	16,862	0	0
San Benito	0	2,187	3,642	1,455	0	0
San Francisco	0	37,782	34,702	0	3,080	0
San Joaquin	2,787	5,434	28,095	25,449	0	0
San Mateo	0	60,029	34,997	0	25,032	0
Santa Clara	0	121,609	75,448	0	46,161	0
Santa Cruz	0	8,496	13,401	4,905	0	0
Shasta	0	0	13,510	13,510	0	0
Sierra	0	0	2,224	2,224	0	0
Siskiyou	0	2,500	9,449	6,949	0	0
Solano	10,285	46,771	19,355	0	17,131	0
Sonoma	0	2,899	23,255	20,356	0	0
Stanislaus	0	0	21,223	21,223	0	0
Sutter	0	3,405	4,796	1,391	0	0
Tahoe RPA	0	0	3,269	3,269	0	0
Tehama	1,819	6,719	6,707	1,807	0	0
Trinity	5,283	0	4,903	10,186	0	0
Tuolumne	0	34,851	5,491	0	29,360	0
Yolo	0	8,166	10,419	2,253	0	0
Yuba	137	36,439	4,100	0	32,202	0
Discretionary NORTH	177,847	996,919	996,919	237,062	358,291	0
Imperial	0	64,695	13,664	0	51,031	41,711
Inyo	0	17,420	11,609	0	5,811	3,141
Kern	0	82,542	38,478	0	44,064	0
Los Angeles	0	337,419	282,232	0	55,187	364,224
Mono	0	3,690	8,504	4,814	0	0
Orange	42,856	160,995	76,696	0	41,453	22,100
Riverside	0	99,172	52,173	0	46,999	20,000
San Bernardino	0	19,352	73,112	53,760	0	0
San Diego	0	103,983	88,157	0	15,826	137,550
San Luis Obispo	0	4,918	15,884	10,966	0	0
Santa Barbara	29,624	51,513	18,681	0	3,208	0
Tulare	19,482	65,670	18,311	0	27,877	0
Ventura	0	23,076	26,621	3,545	0	0
Discretionary SOUTH	91,963	1,034,445	1,034,445	73,065	291,456	588,726
Statewide	269,810	2,031,364	2,031,364	310,147	649,747	588,726

# New task force will try to get rid of Smog Check II

By Charles Levin September 12, 1998 —  
DAILY REPUBLIC

FAIRFIELD — Distressed with recent explanations of the state's new smog testing program, the Solano County Board of Supervisors has formed a task force to petition state politicians to scrap Smog Check II and look into alternatives.

Supervisors voted unanimously on Tuesday to establish the task force, which will include officials from the county's legal, administrative and environmental management offices, and Supervisors Skip Thomson and Bill Carroll.

Supervisor Ed Schlenker, who called for

the task force, also hopes it will include city officials, such as Vacaville Mayor Dave Fleining, and two or three local smog mechanics.

State officials, responsible for administering Smog Check II, attempted to explain the program at a public hearing in Vacaville Monday night. But Schlenker and other supervisors felt that Bureau of Automotive Repair Chief Marty Keller and other scientific experts did not answer many questions.

Smog Check II establishes stricter testing standards, state-run testing centers for cars that fail as "gross polluters" (the dirti-



Gary Goldsmith/DAILY REPUBLIC

See Smog, Back Page

Technician Michael Mraz does one of the controversial emission tests.

## Smog From Page One

est vehicles), and attempts to crack down on fraudulent mechanics who write false passing certificates.

Keller and his experts didn't provide any evidence that Smog Check II would accomplish this any better than the current smog program, Schlenker said.

"There didn't seem to be a willingness to say you've raised an interesting point and we'll

research this and get back to you," said Supervisor Bill Carroll. The presentation amounted to "the normal evasiveness on the part of bureaucracy."

There is no timeline for the task force, but Schlenker wanted to move on the idea quickly before the program is too entrenched to turn around, he said.

The group will collect a list of concerns raised at the public

hearing and present them in letters to Gov. Pete Wilson, state Sen. Quentin Kopp, I-San Francisco, state Assemblyman Larry Bowler, R-Elk Grove, the Bureau of Automotive Repair and the federal Environmental Protection Agency.

The Legislature passed Smog Check II as a response to the 1990 federal Clean Air act. Air quality officials hope to reduce air pollution by 11 tons

per day in five designated areas statewide by 2005.

Vacaville and Davis are one of the five designated areas, and local mechanics there will be required to use treadmill-like dynamometers to test cars starting next spring.

Gross polluters, roughly 10 percent of all the vehicles on the road, account for about 50 percent of all air pollution, state officials have claimed.

# Lockyer urges halt to Smog Check II

DAILY REPUBLIC

The Associated Press

September 24, 1996

SACRAMENTO — Senate leader Bill Lockyer on Monday called for the temporary suspension of California's new automobile smog-check program and asked Gov. Pete Wilson to convene public hearings on the issue.

The new program "has resulted in confusion and anger on the part of car owners and mechanics alike. For this reason, I am supporting a temporary moratorium of the program until the Bureau of Automotive Repair can rectify current problems," Lockyer, D-Hayward, said in a letter to the Republican governor.

Lockyer is considered the second most powerful state official after the governor.

A spokesman for Gov. Pete Wilson said the new program was enacted by the Legislature and requires legislative approval to change or abolish it, and that Wilson was working with lawmakers to make changes.

"But let us also not forget that we have something called the Clean Air Act that requires the reduction of emissions from these gross polluting cars," said spokesman Sean Walsh.

In a related development Monday, a letter signed by 62 of the 118 members of the Legislature also sought a halt to the program. That was 15 more lawmakers than signed an earlier letter seeking the halt.

State law requires California's 20.2 million drivers to have their vehicles tested for smog every two years in order to register them.

The new "Smog Check II" program tightens the existing law by focusing on the worst smog-belching cars — the so-called "gross polluters." The program requires gross polluters, which comprise about 10 percent of all cars on the road but are blamed for about half the total car-linked smog,

## Smog From Page One

to be repaired regardless of the cost and then tested at one of 48 special centers.

Cars labeled gross polluters cannot be registered or legally driven until they are repaired. However, car owners will be able to apply for one-time, 12-month economic hardship extensions. And if an owner makes up to \$450 in repairs, he or she can get a two-year waiver on further repairs.

Last month, some 3,000 people rallied at the state Capitol to oppose the new rules after San Francisco radio talk show hosts reported that cars flunking the smog checks could be confiscated and destroyed — a provision of the law that was never used.

The state Legislature then passed a bill rescinding the state's authority to impound cars that flunk the tests — although officials can offer to buy them.

The new rules were prompted by demands from the U.S. Environmental Protection Agency to fix problems with the current smog inspection system.

## County gives cash to revive bus service

September 25, 1996

FAIRFIELD — Despite being miffed that Fairfield cut bus service to county health service offices and clinics on Courage Drive, the Board of Supervisors voted Tuesday to chip in \$25,934 to revive the route.

"Why isn't that a normal part of city bus transportation," Supervisor Barbara Kondylis asked. "It's terrible."

The partnership between Fairfield, the county Transportation Department and the county Health and Social Services Department will restart the route the city discontinued in June due to low ridership.

The new service will run 8:30 a.m. to 12:30 p.m. weekdays from Fairfield/Suisun's main transfer point at the Solano Mall. Solano County will pay two-thirds of the cost and Fairfield will pick up the rest.

DAILY REPUBLIC

# Council votes for cheaper transportation

By Richard Freedman  
Times-Herald staff writer

**BENICIA** — City Council members put the clamps on Dial-A-Ride service by the Yellow Cab Co. by handing a three-year contract to DAVE Transportation Services out of Fairfield.

The 3-2 vote during Tuesday's regular council meeting backed Transportation/Finance Director Alan Nadritch's report that the city will save \$265,000 during the agreement.

"It was a dollars and cents issue we've wrestled with for some time," said Nadritch, adding that about \$200,000 more will be saved if the city's two-year option with DAVE is renewed.

Yellow Cab's 14-year Dial-A-Ride service ends June 30 as the city decided against its \$85,000-a-year subsidy of the taxi service.

"We have to face reality," councilmember Carey Corbaley said. "We were elected to be fiscally responsible. I can't support what amounts to corporate welfare."

Martha Kent, Yellow Cab proprietor, pleaded with Mayor Jerry Hayes to continue using her company.

"This is as bad as it gets," Kent said. "We have our community's respect. The quality of service will not be the same, I guarantee it. I am devastated. It will destroy my business."

About 25 elderly customers of Yellow Cab were at the 7:30 p.m. start of the council meeting, but only a handful remained by the time the issue arose for public discussion just past midnight. The council vote was taken at 1:45 a.m., long after many of the senior citizens had gone home.

"This is still a small town and you're going to knock a small town out of business," said Jean Giacomini, a Yellow Cab driver and dispatcher. "There are elderly who don't know when they are going to run out of milk and they don't know when they are going to get sick in the middle of the night."

Dial-A-Ride's hours will remain the same under DAVE (Dial A Vehicle), Nadritch said: 7 a.m. to 7 p.m. Monday

through Saturday, 8 a.m. to 2 p.m. on Sundays.

"Part of problem," Hayes said, "is that the city was paying (Yellow Cab) for hours not being used."

Hayes, Corbaley and Vice Mayor Steve Gizzi sided with DAVE. Council members Jan Cox-Golovich and Pepe Arteaga voted to continue with Yellow Cab.

"How we treat the elderly, the disabled and the shut-ins is reflective of our own values," Cox-Golovich said. "This is like Wal-Mart-replacing a mom and pop store."

"It's hard for me to say 'No' to senior citizens," Arteaga said. "We're talking about 14 years of providing service to seniors and I ask for sensitivity from the council."

Corbaley said the "human component" wasn't ignored.

"If we didn't care about the 'human component,' we would have went to bid last Janu-

September 19, 1996

Martha  
Kent...pleaded ...  
to continue using  
her company.

ary."

Hayes said he had complete faith in DAVE transportation.

"I think DAVE's system will try like the devil to mirror what was going on (with Yellow Cab). I think they'll try hard to accommodate and be as helpful as possible."

Hayes said the changes "will not be as significant as the people's fears have expressed."

City Council watchdog James O. Milburn chided the council for accepting a bid from an out-of-town company.

## Electronic toll fails, delays statewide plan

OAKLAND (AP) — Mistakes made by an electronic toll-collection system on the Carquinez Bridge will delay automatic tolling planned on all state-operated bridges, including seven in the San Francisco Bay area.

A computer operated system being tested on the Carquinez span recognized passenger autos — the bulk of bridge traffic — but had trouble separating vehicles in all 17 toll categories, state officials said.

A state contract allowed a maximum of five errors per 10,000 vehicles scanned for the demonstration, from March through May. The system made about 90 errors per 10,000 vehicles, according to the state's Department of Transportation.

"The testing has failed to produce the results we were expecting," said Caltrans spokesman Jim Drago.

The Carquinez Bridge test will be redone in March 1997, Drago said. That means other spans won't get automatic toll collection until 1998, two years later than originally proposed.

The company hired for the project — MFS Network Technologies of Omaha, Neb., said the five-error-per-10,000 standard was high. But spokesman Bill Brogdon said the company would work to make necessary improvements.

"We made a commitment, and by damn, we're going to make it," Brogdon said.

Caltrans hired the company in 1993, and agreed to pay \$28.7 million for an electronic toll network on all nine state-run bridges — seven in the Bay area and two in Southern California.

September 20, 1996

REPORTER

## BRIEFS

### Gas-tax cut runs out of gas in Congress

WASHINGTON — Though it figured prominently in presidential politics for a few weeks in the spring, Republican Bob Dole's proposal to cut the federal gasoline tax is stuck, probably permanently, in Congress.

"It ran out of gas. There is absolutely no interest on the part of the American people," House Minority Leader Tom Daschle, D-S.D., said Tuesday.

Majority Leader Trent Lott, R-Miss., acknowledged, "It doesn't look too encouraging right now."

Dole was the Senate majority leader on April 26 when he proposed reducing the 18.3 cent-a-gallon tax by 4.3 cents through the end of the year.

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**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of the Meeting of**  
**September 11, 1996**

**ITEM**

**1.0 Call to Order - Confirm Quorum**

Chairman Steve Lessler called the meeting to order at 6:30 p.m. at the Solano County Board of Supervisors Chambers, immediately following the MTC 1997 Unmet Needs Hearing. A quorum was confirmed. All members were present.

**MEMBERS**

**PRESENT:**

Steve Lessler	City of Fairfield
Jerry Hayes	City of Benicia
Don Erickson	City of Dixon
Jim Spering	City of Suisun City
Helen Madere	City of Rio Vista
Gary Tatum	City of Vacaville
Ed Schlenker	County of Solano
Bill Patchell	City of Vallejo

**ALSO**

**PRESENT:**

Alan Nadritch	City of Benicia
Marcia Kent	Benicia Yellow Cab
Lucile Dunham	Benicia Resident
Richard Mitchell	DAVE Transportation
Vicky Taylor	DAVE Transportation
Jamie Elliott	City of Dixon
Morrie Barr	City of Fairfield
Kevin Daughton	City of Fairfield
Deidre Heitman	MTC
Steve Heminger	MTC
Elizabeth Richards	Solano Commuter Information
John Gray	Solano County
Leila Marsh	Solano Coalition for Better Health
Martin Tuttle	STA
Kim Kloeb	STA
Dan Christians	STA
Matt Todd	STA
Paul Hom	City of Vacaville
Gary Leach	City of Vallejo
Pam Belchamber	City of Vallejo

## **2.0 Approval of Agenda**

Martin Tuttle requested that the agenda be amended to move action item 8.1 to information item 9.4. The item concerning the Solano Paratransit contract was not ready for action at this month's meeting, as legal review was still pending. The agenda was approved, as amended, by a unanimous vote on a motion by Supervisor Ed Schlenker with a second by Mayor Don Erickson.

## **3.0 Executive Director's Report**

Executive Director Martin Tuttle informed the board of the following items of information, not all of which were contained in his written report provided with the agenda package:

- The FY 95-96 independent audit review was ongoing, the amount of the STA reserve has been tentatively identified at \$61,000, with \$100,000 receivable from the 1995-96 MTC STP planning grant. Martin Tuttle recommended that the reserve be programmed in 1997-98 fiscal year for Project Development after it is confirmed by the audit.
- The request from the City of Fairfield for federal funding for ten buses to provide express bus service is still pending, the outcome of that request should be available by the next STA meeting.
- The Capitol Corridor Joint Powers Board (CCJPB) held their first meeting on September 9 at Suisun City. The meeting was very successful, Mayor Jim Sperring had been unanimously elected interim chairman of the CCJPB. Several prominent transportation officials were present including; Deputy Secretary Robert Wolf of the Housing, Business, and Transportation Agency, Senator Quentin Kopp, and Assemblyman Tom Hannigan.
- A joint meeting of the Contra Costa Transportation Authority and the Solano Transportation Authority will be held in Hercules on September 18. The meeting will provide a forum to address issues related to the Carquinez and Benicia-Martinez Bridges. Both projects are on schedule.
- There is some concern over the outcome of the request from the City of Vallejo to the California Transportation Commission (CTC) for funding for the I-80 bicycle path from Vallejo to American Canyon Road. Martin Tuttle said the STA staff will continue working with Vallejo and the CTC in support of the grant.
- The STA has submitted a request for \$1,000,000 in Transit Capital Improvements funding to the CTC for improvements at the Suisun/Fairfield passenger rail station. The recently released Solano County minimum under this program is now at \$370,000.
- The STA funded study of transit needs at the Dixon Migrant Labor Camp is completed and trial service to this site will begin in September.

- A funding constraint on the Highway 12 project threatens completion of this critical improvement. The STA has worked with the cities of Vallejo and Fairfield to cover the shortfall. Martin Tuttle thanked the cities for their cooperation. This item should appear on the October STA agenda.
- The STA has received three proposals for development of the I-680/80 Interchange Action Plan. Interviews will be scheduled shortly. Board members were invited to participate.
- The STA has received three proposals for development of the Intercity Transit Coordination Study. Interviews will be scheduled shortly. The STA Board Steering Committee will evaluate the proposals.
- John Gray of the Solano County Transportation Department will meet with representatives of the U.S. Air Force on the proposed extension of North Gate Road on September 24.

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

- Deidre Heitman of MTC thanked the STA for moving their meeting to the site of the MTC Unmet Transit Needs hearing, and thanked the STA Board Members for their attendance at the hearing.
- Mayor Jim Spering introduced and welcomed Steve Heminger, Legislative and Public Affairs Manager from MTC.
- Mayor Spering thanked the STA Board members for their attendance at the MTC Unmet Transit Needs hearing.
- Mayor Spering noted the first meeting of the CCJPB had been successful, and noted that he had been elected Chair.
- Chairman Lessler thanked Mayor Spering and Mayor Hayes for their representation on the CCJPB, he noted that he looked forward to hearing reports on the progress of the JPB.
- Martin Tuttle thanked MTC staff for their coordination of the Unmet Transit Needs hearing. He noted that Mayor Spering's chairmanship had provided excellent opportunity for public input.
- Helen Madere noted that the hearing had been very informative. She appreciated the opportunity to attend.

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

There was no comment from the public.

## **6.0 Consent Agenda**

The consent agenda was approved by unanimous vote on a motion by Gary Tatum, seconded by Jerry Hayes. The consent agenda included the minutes of the August STA meeting, and the August Technical Advisory Committee.

### **7.1 Approval of a Cooperative Agreement between the STA, City of Fairfield, and City of Vacaville to implement improvements on the I-80 Reliever Route.**

Kim Kloeb noted that this agreement contained a description of the intersection improvements to the Peabody Road and Vanden Road intersection, the Leisure Town Road extension, and financial arrangements concerning the improvements. Chairman Lessler asked if the Cooperative Agreement would need to be amended in light of the pending discussion of a possible transfer of funds from this project to the Highway 12 project. Kim Kloeb answered that any transfer of funds would require an amendment to the agreement, but that no such transfer has been finalized.

On a motion by Gary Tatum, seconded by Chairman Lessler, the STA approved the Cooperative Agreement.

### **9.1 End of 1995-96 Legislative session report**

Steve Heminger of MTC presented this item. The Legislature adjourned on August 31. He noted that the Governor has until the end of the month to approve bills that were passed by the Legislature. He provided a summary of the following transportation legislation from this year's session:

- AB 298 (Rainey) - Mr. Heminger expects the Governor to sign this bill, which would exempt Congestion Management Plans from the state environmental process.
- AB 772 (Aguiar) - This bill has passed. It will transfer the responsibility of programming some Americans with Disabilities related funding from Caltrans to the California Transportation Commission (CTC).
- AB 2084 (Richter) - MTC is pleased that this bill failed. It would have allowed all county board of supervisors to use Transportation Development Act (TDA) funds for general fund purposes. This bill was opposed by the STA and MTC.
- AB 2259 (Kuykendall) - MTC is pleased that this bill failed. It would have transferred responsibility for some state roads to local governments without any increase in revenue to offset the cost of maintenance and improvement. It was opposed by MTC
- AB 2419 (Bowler) - This bill passed. It allows counties the option of not having a Congestion Management Program, if a majority of the jurisdictions within the county, representing a majority of the population, declined to participate in the program.

- AB 2515 (Bowler) - This bill was passed. Mr. Heminger expects the Governor to sign it. The proposal prohibits the state from impounding any "gross polluting" vehicles that fail multiple tests and also increases the number of testing sites available to motorists.
- AB 2640 (Pringle) - MTC is pleased that this bill did not pass. It would have repealed a portion of the state gas tax, and negatively impacted transportation revenues. The STA and MTC opposed the bill.
- AB 2660 (Aguilar) - Mr. Heminger felt that the passage of this bill was significant. It allows local government to contract with private firms to provide a transportation infrastructure. This will facilitate the development of toll facilities. He expects the Governor to sign this bill.
- SB 160 (Kopp) - This bill attempted to address the financing of the seismic retrofit of state transportation facilities, primarily bridges. Most of the structures that require extensive retrofit are in northern California. Southern California would prefer that the retrofit of these bridges be financed from local bridge tolls. The northern California delegation would prefer that the financing come from the State Highway Trust fund. The bill was sent to conference, but no agreement was reached by the end of the session. Agreement on this issue must be reached next year, as Caltrans exhausts the funds provided by the Seismic Retrofit Bond Act, Proposition 196.
- SB 457 (Kelly) - The passage of this bill provided for the formation of the CCJPB and Joint Powers Boards to administer the LOSSAN and San Joaquin rail services. It also eliminates the former requirement of a 55 percent farebox recovery ratio. New performance standards will be developed to replace this requirement. This bill implemented the intent of AB 1720 (Hannigan), which had extensive local support from our area.
- SB 877 (Alquist) - This MTC sponsored bill would have allowed a ballot measure to approve a regional gas tax. It cleared both houses, but died in the Senate Appropriation Committee, when it was sent back to the house of origin for concurrence.
- SB 1474 (Kopp) - The passage of this bill gives MTC responsibility to coordinate transit services in the Bay Area, and the authority to eliminate duplicating services. MTC has already begun this effort.
- SB 1505 (Kopp) - This bill would have reformed the process for programming state transportation funds. It would have transferred the responsibility for programming much of the existing state funding to the regional and local level. This bill was opposed by unions representing Caltrans engineers. It cleared both houses, but died when it did not clear the Senate Rules Committee when it was sent back to the house of origin. It was not heard in that committee.

- SB 1899 (Alquist) - MTC was pleased by the passage of this bill that provides an exception from the CEQA requirement when local governments have to cut transit services due to lack of funds. Mr. Heminger felt that this was not an appropriate use of the CEQA process. No alternatives should be addressed, if those alternatives can not be funded.
- SCA 36 (O'Connel) - This Constitutional Amendment would have allowed local option sales taxes to be approved with a simple majority, rather than a two-third majority. This bill could be critical to the future of transportation funding in California. The bill was never brought to the Senate floor for vote.

Mayor Spring asked Steve Heminger what the coming legislative session would bring. Mr. Heminger responded that he felt many issues would be addressed along partisan lines. Without any new revenues, competition for the existing revenues would intensify. Transportation is not the high priority that it was, and may suffer. As the economy improves, transportation may become a higher priority.

Chairman Lessler noted that the condition of the transportation infrastructure may have to deteriorate badly before people realize the need to fund transportation.

Martin Tuttle thanked Steve Heminger for his presentation, and asked how AB 2419 (Bowler), which eliminated the requirement for a Congestion Management Program, might impact the Bay Area. Steve Heminger replied that MTC needs some agency at the local levels to provide input into the federal funding process. He also noted that the CMA's typically administer other programs, such as, the Bay Area Air Quality Management District's AB 434 funding.

## **9.2 Update on Courage Drive Shuttle**

Kevin Daughton, Transportation Planner for the City of Fairfield and Fairfield/Suisun Transit presented this informational item. Chairman Lessler asked Kevin Daughton to respond to the concerns raised at the MTC Unmet Transit Needs hearing about the shortened hours of operation for the recently reinstated service from the Solano Mall to the County Health and Social Services Center on Courage Drive. Kevin Daughton responded that the new hours of operation had been suggested by the County Health and Social Services Department staff.

The County staff had assured Mr. Daughton that appointments for transit dependant clients would be scheduled during the hours of operation of the shuttle service. Ed Schlenker expressed concerns that with the number of existing and planned services at this location, the hours of operation might not be adequate. Kevin Daughton responded that the service would be routinely evaluated to determine if the planned hours would meet the needs of the clients.

Kevin Daughton noted that the need for service to this facility was for the general public only. The combined Fairfield and Solano Paratransit services had continued to serve the site during the hiatus of shuttle service. Kevin Daughton also noted that the site would be served by regular fixed route transit after the pending route restructuring required by the use of the already programmed Magellan Transportation Center.

Mayor Spering urged Kevin Daughton to work with staff from MTC and STA before making any adjustments to the service.

Martin Tuttle noted that the STA had, at the direction of the Board, participated in the planning of the resumed service. He had suggested that the service operated daily, rather than three days per week. He noted that an evaluation of the service would be presented to the STA Board after six months of operation.

### **9.3 STA transportation conference/workshop**

Chairman Lessler noted that the conference/workshop would be held at the Paradise Valley Golf Course conference facility on October 18. At this point, Lawrence Dahms of MTC, Joe Browne and Denis Mulligan of Caltrans have confirmed they would participate.

Martin Tuttle noted that a draft agenda was included in the STA Board agenda.

### **9.4 Approval of 1996-97 to 1998-99 Solano Paratransit contract with the City of Fairfield**

This item had been listed as financial action 8.1 on the agenda package, but had been moved to informational item 9.4 as part of the approval of the agenda. This was required since the contract was still under review by the STA Agency Counsel. Agency Counsel was responding to concerns raised by the City of Fairfield. The concerns were of a technical nature, and the revised contract should be addressed to allow action at the October STA meeting.

Matt Todd prefaced this item by recommending that staff present the item at this meeting and include it on the consent agenda at the October meeting. Matt Todd noted that at the direction of the board, staff had conducted an informal bid process to determine if any other member jurisdiction were interested in operating the service. The City of Vallejo expressed a willingness to operate the service, but felt that their geographic location in the county would present operational problems. The City of Vallejo did provide their own price per hour rate for purposes of comparison. The City of Vacaville staff felt that their own operation was still relatively new and not at a point where expansion would be prudent. The City of Fairfield was the only other jurisdiction to express a strong interest in operating the service.

The relevant provisions of the contract included a term of three years with options for two additional years. The price per hour is \$40. The hours are not to exceed 6,400 without STA approval.

The contract contains performance standards that include indicators of coordination with other systems in the County. Farebox recovery ratio, number of road calls per mile, and on time service are also included as performance standards.

Matt Todd noted that some policy issues were not yet addressed under the contract, and that these policies would be developed by the Transit Technical Advisory Committee and presented to the STA Board for approval.

Mayor Don Erickson asked if the contract would allow for the use of a subcontractor using clean fuel vehicles on the intercity service operated by the STA. Staff responded that the CityLink service was not included in this contract, and the use of another operator for that service would not be precluded.

## **9.5 Board Members Comments**

Mayor Jerry Hayes noted that he was excited by the potential of the newly formed Capitol Corridor Joint Powers Board (CCJPB). He felt that the new CCJPB had recognized Mayor Jim Spring's leadership in his appointment as Chairman. Mayor Hayes noted that BART has not operated in this county previously, and would now be introduced into the county in a positive way.

Chairman Lessler encouraged the CCJPB representatives to provide regular reports on the progress of the Capitol Corridor. Mayor Jerry Hayes noted that feed back had been requested on the Business Plan prepared by BART, and that the comments should be directed to Martin Tuttle.

Helen Madere felt that the MTC Unmet Needs hearing had been very informative.

Gary Tatum informed the STA Board that the City of Vacaville had recently approved an agreement with the City of Fairfield to develop a joint traffic forecasting model. He felt this information should have been presented to the STA Board. He suggested that this item be agendized for the October STA meeting.

Ed Schlenker noted that the recently enacted Smog Check II Program was very controversial. He felt that the same objectives could have been achieved in a less restrictive manner. He informed the STA Board that the Solano County Board of Supervisors had formed a task force to investigate.

Mayor Don Erickson informed the board that the Clean Air Partnership in Sacramento had passed a resolution opposing some of the provisions of the bill.

## **Adjourn**

This meeting was adjourned at 7:55 p.m. by Chairman Lessler.

## DRAFT

### TECHNICAL ADVISORY COMMITTEE Minutes of the meeting of September 25, 1996

#### AGENDA ITEM 1. CALL TO ORDER

The regular meeting of the Solano Transportation Authority Technical Advisory Committee was called to order at 1:37 p.m. by Martin Tuttle at the STA conference room.

<b>PRESENT:</b>	Paul Wiese	Solano County
	Shawn Cunningham	City of Vacaville
	John Gray	Solano County
	Martin Tuttle	STA
	Gary Leach	City of Vallejo
	Dan Christians	STA
	Elizabeth Richards	Solano Commuter Information
	Hilmer (Ace) Forsen	Caltrans, District 4
	Matt Todd	STA
	Daniel Schiada	City of Benicia
	Michelle Morris Brubaker	MTC
	Pam Muick	Sol. Co. Farmlands and Open Space Foundation

#### AGENDA ITEM 2. APPROVAL OF AGENDA

Item 14, concerning a resolution relative to transit accommodations on the new Benicia Martinez Bridge, was added to the agenda. The agenda was approved as amended by unanimous approval.

#### AGENDA ITEM 3. MINUTES OF MEETING OF AUGUST 28, 1996

Paul Wiese requested the following changes be made to the minutes:

- |              |   |
|--------------|---|
| Item 5, ¶ 1  | Specify the Environmental Enhancement and Mitigation Program in place of the generic term program in the first sentence of the item |
| Item 6, ¶ 2  | Change 1st line to "...an update was presented on what..."  |
| Item 7, ¶ 2  | County Transportation also attended the meeting mentioned<br>Change 3rd line to "...at the Southern Pacific RRX which addresses..." |
| Item 11, ¶ 1 | Change 3rd line to "...Also, staff is continuing..."  |

The minutes of the August 28, 1996 meeting were approved as amended by unanimous approval.

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

Pam Muick, the Executive Director of the Solano County Farmlands and Open Space Foundation (the Foundation), addressed the committee. Pam explained that the Foundation is a non-profit land trust organization. Her formal training is as an ecologist and land manager with experience in such fields as habitat restoration, the Nature Conservancy in Stockton, and with the State Park Service.

Pam went on to explain the Foundation is trying to change the functions it performs and the perception of their agency. They are trying to do more easements and less land acquisition. The foundation would also like to do more projects outside of the Fairfield area and increase its sphere of influence. With these expanded roles, the Foundation would also like to utilize more funding sources. Pam also stressed the importance the Foundation places on good relationships with the public works departments in the county.

John Gray asked if they were connected to the Green Valley Land Owners Association (GVLOA). Pam explained that the Foundation receives money they pass through to the GVLOA that is used for land acquisition. The GVLOA also has two appointees that sit on the Foundation Board.

Gary Leach mentioned that the Vallejo Recreational Department was involved with the Lynch Canyon Project with the Foundation. Pam said that this was a good example of the joint projects that can be done.

Martin Tuttle stressed that land use and transportation need to work together in Solano County.

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

Dan Christians said the initial Vallejo TEA application was not recommended for funding by the CTC, but staff is continuing to pursue the grant at a reduced level. He and Otto Bertolero of Vallejo will be attending a meeting on September 30, at MTC to discuss a revised funding strategy for the project.

John Gray said that the Dixon Migrant Camp shuttle has been operating for two weeks. The shuttle has not had any riders yet.

Matt Todd said that the Solano Paratransit contract with the city of Fairfield will be on the Board agenda in October. The contract has been revised to a one year contract, with other minor changes from the contract given to the Board in September, due to the revised term of the contract and changes requested by the city of Fairfield.

Ace Forsen of Caltrans District 4 gave an update on their projects in the county. He said that the Benicia Bridge project has been slowed by such issues as Southern Pacific alignment questions and wetland mitigation. He expects EIR approval by December with the bridge completed in 2001-02. Upcoming dates for the Carquinez Bridge include circulation of the EIS in late January, a public hearing in February, and the bridge scheduled for completion in 2001.

Ace also mentioned that Nino Cerruti suggested letters of support of the project be written for the Benicia Bridge Coast Guard hearing. Gary Leach mentioned that a public hearing for the Carquinez Bridge was held in Vallejo with a low attendance.

Michelle Morris Brubaker added that MTC approved the 96 RTP and the 97 TIP on September 13 and everyone will be receiving a copy. She thanked everyone for their help in the process.

**AGENDA ITEM 6.      TRANSFER OF STP FUNDING FROM I-80 RELIEVER ROUTE TO HIGHWAY 12**

The STA was approached by staff from local, regional, and state agencies to address the funding shortfall on Highway 12 widening project in Suisun City. The shortfall threatened an imminent halt to work on this important local and regional project, which is a critical part of the I-80 Reliever Route.

Martin Tuttle presented this item. He said that an arrangement had been worked out where the city of Suisun City would be advanced \$2 million of the city of Fairfield's STP discretionary funds (already allotted to the Reliever Route) to complete the project. Suisun City would pay back the funds no later than January 1, 2000. Ideally, the funds would be replaced by new STIP funds in 1998, or in the 1999/00 cycle.

Gary Leach asked about the shortfall amount of \$2 million. Marty said that the \$2 million is needed for a shortfall in the construction contract. Suisun City had higher than expected costs for such items as utility relocations that displaced funds that were to cover the construction costs. John Gray added that the city may also incur a potential overrun in the right of way costs. Marty said construction is expected to be completed in November and this effort to make up the overrun is keeping the project moving.

The impact on the other jurisdictions in the county, in relation to future funding cycles, was brought up. Marty explained the three options Suisun City will pursue to reimburse the funds: 1) state FCR money to be allotted in the next STIP process, 2) STP discretionary money through the regional competitive programming process, 3) Any balance of funds not yet repaid would be provided by Suisun City no later than January 2000. It was summarized that this action will not impact existing projects but may impact the competition for new money. It was also restated that the funds being borrowed are STP discretionary funds already granted to the I-80 Reliever Route.

Gary Leach added that Vallejo may be affected if the Highway 37 project needs more funds in the next STIP.

Marty expanded that Fairfield has been very cooperative. Helping Suisun City to obtain the necessary funds to complete the project now will save much in the way of avoiding penalties to the current contractor and hiring a new contractor to complete the project if the project had been halted. Marty said that the Fund Programming Committee will meet on October 2, when a detailed project description is due.

Paul Wiese suggested that any agreement specify the STA be paid back the money rather than city of Fairfield, as the STA is the actual project sponsor. Paul also asked why the county project on Vanden Road was not funded in the latest cycle. Michelle Morris Brubaker explained the reasons the other projects were chosen over the county's Vanden widening project and noted that the next Reliever Route meeting would be on October 10.

On motion by John Gray and seconded by Dan Schiada, the TAC endorsed the proposed plan to cover the shortfall on the Highway 12 widening project. The recommendation will be forwarded on to the STA Board for action at the October meeting.

**AGENDA ITEM 7. PROPOSALS FOR I-680/80 INTERCHANGE FUNDING ACTION PLAN**

Martin Tuttle presented this item. He said that the STA received three proposals from the firms of Parsons Brinckerhoff, a team of Korve and Smith and Kempton, and from Cole Management. A recommendation for selection will be brought to the board at the October 9 meeting.

John Gray asked who was interviewing the firms. Marty responded that Kim Kloeb, himself, and anyone else who was interested is also invited.

**AGENDA ITEM 8. PROPOSALS FOR INTERCITY TRANSIT COORDINATION STUDY**

Dan Christians presented this item. He said that Nelson/Nygaard, Parsons Brinckerhoff Quade and Douglas, and James E. Brown and Associates all submitted proposals. The interviews are scheduled for October 2 by the transit steering committee made up of Vice Mayor Bill Patchell, Mayor Don Erickson, Vice-Mayor Gary Tatum, and Vice Mayor Steve Lessler. A recommendation for consultant selection will be brought to the board at the October 9 meeting. A question was asked about the firm of James E. Brown and Associates. Dan said James Brown is a former transit operator now consulting out of Sacramento.

**AGENDA ITEM 9. STATE ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM**

Dan Christians presented this item. Dan passed out applications for this program. He said that approximately 4 million is expected to be available in northern California and an applicant can ask for as much as \$350,000. The projects must be related to a transportation project in a direct or indirect way. Dan added that the STA was planning to apply for the portion of the I-80 bike route project that may not be funded through the TEA funds. Dan also suggested that anyone applying for these funds turn in applications to the STA prior to the next TAC meeting in time to put on the November Board agenda to receive STA support.

Gary Leach said that Vallejo has received money through this program in the past. The question was asked how applications in the county would compete. Dan explained that all the projects submitted will compete with each other based on merit. Pam Muick said she had some projects that might compete well for these monies. Marty added that if a project is transportation related, it will be well served in getting the support of the STA Board. Dan Christians noted that matching funds and timeliness of implementation are both important in the scoring criteria.

#### **AGENDA ITEM 10. AB434 UPDATE, STATUS OF 1995-96 AND 1996-97 PROJECTS**

Dan Christians presented this item. Dan said that the STA is the program manager of these funds in Solano County. Four projects were funded for 1995-96 and the STA needs the monitoring reports for these programs. The report forms are included in the packet. We also need the invoices and contracts for the projects administered by the city of Fairfield for the last two years.

Dan explained that the STA has not received the 96-97 funds, and that starting with this years funds, the STA will disburse these funds on a reimbursement basis after we receive invoices for costs incurred. Dan also mentioned that the BAAQMD would like their logo on any printed materials.

#### **AGENDA ITEM 11. STA TRANSPORTATION CONFERENCE/WORKSHOP**

Martin Tuttle presented this item. Marty said that the workshop will be on October 18 at the Paradise Valley Golf Course in Fairfield. Speakers will include: Joe Browne on State Funding, John Gray on local funding, Larry Dahms on federal funding, and Mike Evanhoe on local sales taxes. The conference will conclude with a general discussion on where the STA should go from here. Marty said he expects about 50 people to attend.

Pam Muick asked how often the STA has workshops. Marty responded that this is the first workshop sponsored by the STA, though the STA Board has held a retreat before.

#### **AGENDA ITEM 12. STATUS REPORT ON NORTH GATE ROAD PROPOSAL**

John Gray presented this item. John started with a brief history of this project. In 1989, there was a consensus to extend North Gate out of Travis AFB to Leisure Town Road. An accident prompted some actions including reduced speed limits and stop signs at the Canon Road intersection. Initial proposals in 1989 included widening and extending the road over the railroad at grade and eventually calling for an overcrossing at the railroad.

John explained that the current view on the project is very different. Neither the city of Vacaville nor Travis AFB now want an overcrossing and major thoroughfare on North Gate Road. The latest idea involves having North Gate "T" into the new alignment of Vanden Road (from the I-80 Reliever Route project) and to cross the railroad at grade.

John said the reason the Air Force was approached on this was to find another possible funding source, but they have stated they do not want to get involved in helping to provide federal funding. John said that the next step would be to send letters to our legislators to look for new sources of money for this concept. Questions and discussion followed on the actual alignment and the relation to the I-80 Reliever Route Study. John Gray also said he would send a letter to the STA Board asking for support.

### **AGENDA ITEM 13. UPDATE ON STATUS OF STA PRIORITY PROJECTS**

Martin Tuttle said that the status of each priority project will be a standard item for the TAC and the board. He said if any members have updates on projects they should forward them on to STA staff.

### **AGENDA ITEM 14. TRANSIT ACCOMMODATION ON THE NEW BENICIA MARTINEZ BRIDGE**

Martin Tuttle presented this item. The resolution passed by the Contra Costa Transportation Authority was mailed to everyone. Marty said the STA Board was on record as supporting \$25 million to include rail on the new bridge. He also said that Caltrans has recently identified that the new bridge could not carry the Capitol Corridor due to the grade of the bridge and the capabilities of a standard rail train.

Marty said the latest proposal is to fund up to \$10 million improvement to the new structure so it is capable of supporting a single line track on the side of the structure. Staff would like to take a resolution to the board concerning this issue and would welcome any comments.

Dan Schiada commented that the 9th paragraph of the CCTA resolution rules out any structural capability being added to the bridge, including the latest \$10 million single line proposal. The city of Benicia maintains the stance that the bridge should have the capability to handle additional transit. He also noted that the 10th paragraph of the CCTA resolution goes into too much detail and may be construed as against adding structural capability for any transit.

John Gray commented that initially, the \$25 million transit accommodation was requested with the intention that BART would use the new bridge. BART is capable of traversing the grade the bridge will be built at.

Marty said he will draft a resolution for the board meeting in October, in support of the \$10 million improvements to the structure to allow for the single track improvements on the side of the bridge.

A question was asked why options were not presented like for the Carquinez Bridge Project. Ace said the Benicia project was past that stage and into design considerations. John Gray asked exactly what the money would fund. Ace answered the funds are to ensure the substructure is capable of supporting a transit option.

John Gray suggested that the resolution call for additional capacity allowances on the new structure at the reduced funding amount and endorse any funding for the I-680/80 interchange as well. It was also pointed out that the project has neither the \$10 million or \$25 million from the CTC yet.

### **ADJOURNMENT**

Meeting was adjourned at 2:54 p.m.

**6.3 Approval of 1996-97 Solano Paratransit contract with the City of Fairfield.**  
(Matt Todd)

The city of Fairfield has been operating Solano Paratransit for the STA through its contractor for the past year and a half since the demise of SCEOC. The STA has not had a contract with the city of Fairfield, but has been operating under a resolution supporting this arrangement passed by the Board in January 1995. We are also following guidelines in the JPA which encourages the STA to use its member jurisdictions expertise and services.

Initially, staff wanted to have an informal bid process among STA jurisdictions to choose an operator in a similar fashion to the process used to select Vacaville for the professional and technical services. After polling the jurisdictions who operate paratransit, Fairfield showed a strong interest in continuing to operate the service. Vallejo expressed a willingness to operate the service, but were not enthusiastic about taking on the northern part of Solano County from a base in Vallejo.

After the discussion at the June TAC meeting, the STA has continued negotiating with the City of Fairfield for a contract for the operations of Solano Paratransit. Vallejo has provided staff with a cost estimate for their operations so we have a cost of service to compare with Fairfield's cost. The following bullets summarize some of the main points.

- One (1) year contract (retroactive to July 1, 1996) with two (2) option years granted on the basis of performance standards in the contract
- Price of \$40.00 per revenue hour for FY 96-97, future years price will be negotiated based on actual cost to provide the service
- Revenue Hours for FY 96-97 not to exceed 6,400, future years revenue hours will be determined based on previous years usage.
- Combination of Fairfield's and STA's fleets and use vehicles for either intra-city Fairfield/Suisun or inter-city Solano Paratransit trips to achieve the most efficient scheduling.
- Performance standards include:
  - Coordination of service efforts
  - Maintain a 10% farebox for the Solano Paratransit on a stand alone basis
  - Minimize operating costs to increase no more than the Consumer Price Index
  - Passenger complaints below .5% of the ridership
  - Timeliness of reporting requirements
  - Vehicle Maintenance based on road calls
  - Timeliness of service based on ride time and pick up time
- Incentive program given directly to the dispatchers/schedulers for achieving certain levels of productivity.

Some changes have been made from the draft version in the packet last month. These changes include requests from the city of Fairfield (clarification of vehicle maintenance language, insurance language), STA staff requested changes to the length of the contract from three to one year to coincide with the Intercity Transit Coordination Plan, and a few minor wording changes from counsel.

Transit staff from the city of Vacaville and the city of Vallejo, and counsel have reviewed the contract. The TTAC, PCC, and TAC have reviewed, and recommend approval of the contract.

Staff requests STA approval to formalize our operating arrangement with the city of Fairfield with this contract.

**7.1 Approval of a letter to Congressman Fazio and Riggs concerning funding for the improvement of North Gate Road. (John Gray)**

In recent years, North Gate Road has become a major access to Travis Air Force Base. The road, which is a narrow country lane, now carries 3500 vehicles per day. It is apparent that major improvements to the road are needed to safely carry this traffic volume. At the same time, neither the Base nor the City of Vacaville want to create a major thoroughfare to Interstate 80.

The County has met with representatives of both the City of Vacaville and Travis and have developed a plan that is acceptable to both agencies. The plan calls for the existing road to be improved to current standards and to be extended north to the Vanden Road/Leisure Town Road connector which is to be built by Vacaville as part of the I-80 Relieve Route. The extension will cross the Southern Pacific tracks at a new location and eliminate the existing awkward crossing at Canon Road.

The estimated cost of the improvements is \$1.3 million. The County does not have the capability to fund this project from existing sources. Since virtually all of the traffic on North Gate Road is bound for Travis AFB it would seem appropriate to finance the project with Defense Access Road or other Federal/DOD funding.

Letters have been prepared to Congressman Fazio and Riggs requesting their assistance in funding this project. It is proposed that the letters be signed by both the Chair of the Board of Supervisors and the Chair of the STA. Approval of the letters and authorization for the Chair to sign on behalf of the STA is recommended.

This is one of the STA's Priority Projects for FY 96-97.





Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 429-2894

October 9, 1996

DRAFT

Members:

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

Martin Tuttle  
Executive Director

Congressman Frank Riggs  
2113 Rayburn Building  
Washington, DC 20515

Dear Mr. Riggs:

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

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

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

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

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

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

Sincerely,

---

Skip Thomson, Chairman  
Solano County Board of Supervisors

---

Steve Lessler, Chairman  
Solano Transportation Authority

Enclosures

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



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
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Area Code 707  
422-6491 ♦ Fax 429-2894

October 9, 1996

DRAFT

Members:

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

Martin Tuttle  
Executive Director

Congressman Vic Fazio  
2113 Rayburn Building  
Washington, DC 20515

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Sincerely,

---

Skip Thomson, Chairman  
Solano County Board of Supervisors

---

Steve Lessler, Chairman  
Solano Transportation Authority

Enclosures

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

**7.2 Consider a resolution supporting a revised provision for rail transit on the proposed Benicia-Martinez Bridge. (Martin Tuttle)**

At the September 11 subcommittee meeting of the Contra Costa Transportation Authority (CCTA) and the STA held in Hercules, MTC's Deputy Executive Director Bill Hein raised the issue of the two agencies support for augmenting the budget for the proposed new Benicia-Martinez Bridge by \$25 million to accommodate rail transit. Board members Bill Patchell, Gary Tatum, and Jim Spring attended the meeting.

Given the development of the Capitol Corridor, and the inability of those trains to traverse the steep grades required to utilize the new bridge, Bill Hein and MTC are questioning the expenditure of \$25 million to accommodate rail transit on the new Benicia-Martinez Bridge.

Regional Measure One (RM1) mandates Caltrans to consider rail transit provisions on any improvements made to toll bridges with RM1 funds. Given the 80 to 100 year life expectancy of the proposed bridge, accommodation for some type of future rail transit appears appropriate. The cost of providing accommodation for rail transit will be a small portion of the now estimated \$288 million dollar project.

In a joint letter with the CCTA in 1993, the STA requested Caltrans to include an analysis of the structural capacity of the proposed new bridge to accommodate two sets of rail tracks in the future.

A revised proposal has been considered by the CCTA/STA subcommittee on September 18 and approved by the CCTA Board later that day (CCTA resolution attached). This revised proposal would provide for strengthening the foundation to allow the planned shoulders of the new bridge to be utilized for rail transit in the future. The revised proposal is expected to cost approximately \$10 million by the project's manager.

Attached are copies of the joint STA/CCTA letter in support of provision for rail transit on the new Benicia-Martinez Bridge, a copy of the recently adopted CCTA resolution, and a copy of the Regional Measure 1 ballot argument. The proposed STA resolution is also attached. This issue will be presented to the MTC Work Program Committee on October 11.

STA staff recommends that the STA support this revised proposal by approving the attached resolution.

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 96-**

**RAIL TRANSIT ON THE NEW BENICIA-MARTINEZ BRIDGE**

**WHEREAS**, the Solano Transportation Authority (STA), the Contra Costa Transportation Authority (CCTA) and the Metropolitan Transportation Commission (MTC) have asked Caltrans to design the new Benicia-Martinez Bridge in such a manner as to allow future expansion of the bridge deck to accommodate rail or other transit services across the bridge, and

**WHEREAS**, the STA conveyed this position in a joint letter with the CCTA dated April 22, 1993, and

**WHEREAS**, Caltrans has estimated the cost to add the necessary structural capacity to accommodate two sets of tracks on the proposed bridge structure at \$25 million, which amount was *not* included in the \$288 million budget approved for the project by the California Transportation Commission (CTC), and

**WHEREAS**, Caltrans agreed to support the request of STA, CCTA and MTC and has asked the CTC to augment the budget for the project by \$25 million, and

**WHEREAS**, the CTC, after consideration of the Caltrans request, deferred action pending completion of a more detailed cost benefit analysis and a report on the benefits of the proposal, and

**WHEREAS**, Caltrans subsequently determined that the new structure could not accommodate Capitol Corridor type rail service because of a 3.5 percent grade on the south end of the proposed new bridge as well as a significant difference in elevation between the deck of the proposed new bridge and the existing rail tracks in Martinez, and

**WHEREAS**, MTC, having considered and supported the original request of the STA, recently reevaluated the proposal and determined that the additional structural capacity, because the bridge can not accommodate Capitol Corridor service, is not likely to be utilized within the next 30 to 35 years, and

**WHEREAS**, the STA recognizes more cost-effective options may exist to upgrade the structural capacity of the bridge to accommodate future rail service, such as upgrading the structure of the bridge allowing the roadway shoulders to be converted to access for single-track rail, rather than the current proposal to spend \$25 million to accommodate two sets of tracks;

**NOW THEREFORE BE IT RESOLVED**, that the Solano Transportation Authority hereby withdraws its request that the budget for the proposed new Benicia-Martinez Bridge be augmented at a level of \$25 million to increase the structural capacity of the bridge to accommodate future rail or other transit, and

**BE IT FURTHER RESOLVED** that the STA request that Caltrans examine the cost effectiveness of upgrading the structural capacity of the bridge, at the width currently proposed, sufficient to accommodate the conversion of the roadway shoulders to a single-tracked rail system, or for additional transit capacity, at some time in the future; and

**BE IT FURTHER RESOLVED** that the STA supports augmenting the budget for the proposed new Benicia-Martinez Bridge up to *\$10 million* to accommodate the conversion of the roadway shoulders to a single-track rail system, or for additional transit capacity, in the future; and

**BE IT FURTHER RESOLVED** that the Benicia-Martinez Bridge is a high priority project for Solano County and it's residents and that construction should proceed as quickly as possible and that current construction schedules be maintained, and

**BE IT FURTHER RESOLVED** that the STA, in cooperation with CCTA, requests the MTC and the CTC support future allocations of bridge toll revenues to improve the approaches to the bridges, including the 680/80 interchange in Solano County; and

**BE IT FURTHER RESOLVED** that the STA intends to continue it's close cooperation with CCTA, MTC and Caltrans on these issues and to promote timely and cost-effective improvements to the Interstate 680 Corridor in both Solano and Contra Costa counties.

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Steve Lessler, Chairman  
Solano Transportation Authority

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 9th day of October, 1996.

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Martin Tuttle, Executive Director  
Solano Transportation Authority

ORIGINAL

**CONTRA COSTA TRANSPORTATION AUTHORITY****Resolution 96-41-P****Relative to Transit Accommodation on the New Benicia-Martinez Bridge**

Whereas, relative to the construction of the new Benicia-Martinez Bridge, the Contra Costa Transportation Authority (CCTA), the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) have previously requested the inclusion of structural capability in the new bridge that would allow for future deck expansion to accommodate rail or other new transit services across the bridge; and

Whereas, the Authority conveyed this position in a joint letter with the STA dated April 22, 1993, and again in a letter February 25, 1994; and

Whereas, the Department of Transportation (Caltrans) identified the cost to add structural capability for future deck expansion as approximately \$25 million, which was not included in the budget for the project as approved by the California Transportation Commission (CTC), necessitating a request of the CTC for a \$25 million augmentation; and

Whereas, when Caltrans requested a \$25 million augmentation for this item from the CTC, the CTC asked for an evaluation of the likely benefits of this investment; and

Whereas, Caltrans has identified that the new bridge could not accommodate Capitol Corridor rail service, because of the 3.5 percent grade on the south portion of the bridge, and the difference in elevation between the bridge and Martinez, and no other likely rail service potential has been identified for the corridor; and

Whereas, previous studies have indicated that the highest priorities for investment in the I-680 corridor, even above the new bridge, are for the addition of HOV lanes from Marina Vista to Route 242 in Contra Costa, and the improvements to the I-680/80 interchange at Cordelia, costing approximately \$25 million and \$5 million respectively; and

Whereas, MTC staff have reviewed the proposed request, and based on the latest information now believes that the additional structural capability is unlikely to be utilized in the next 30 to 35 years, because of the inability to accommodate Capitol Corridor service and the fact that the bridge should not need additional capacity in that time period; and

Whereas, the Authority has carefully reviewed the additional information now before it, and believes that other actions would be significantly more cost-effective than spending \$25 million to provide structural capability for a future deck expansion of the new bridge to accommodate new transit service;

**Now, Therefore, Be It Resolved,** that the Transportation Authority hereby withdraws its request that the budget for the new Benicia-Martinez bridge be augmented by \$25 million to provide structural capability for the future accommodation of rail or other transit; and

**Contra Costa Transportation Authority****Resolution 96-41-P, September 18, 1996**

Page 2

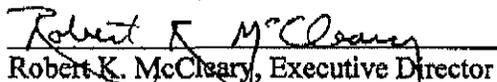
**Be It Further Resolved**, that the Authority hereby requests Caltrans to examine an alternative option to accommodate future transit that would provide structural capability for converting a section of the bridge deck in the future to a single-tracked rail system; and that such accommodation in the structural capability be incorporated if judged to be cost-effective by Caltrans (i.e., with a marginal cost well below \$10 million); and

**Be It Further Resolved**, that the Authority requests MTC and the CTC to support a future allocation of toll bridge funds to improve the bridge approaches, most notably the I-680 HOV lanes and the I-680/80 interchange, consistent with the findings in the I-680 corridor study and the more recent "Triangle Study"; including support for any necessary legislative changes to authorize such allocations; and

**Be It Further Resolved**, that the Authority hereby reconfirms its intent to continue its close cooperation with the STA, MTC, and Caltrans to promote timely and cost-effective improvements in the I-680 corridor through Solano and Contra Costa counties.

  
Don Tatzin, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held September 18, 1996 in Walnut Creek, California

Attest:   
Robert K. McCleary, Executive Director



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## Impartial Analysis of Regional Measure 1

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An impartial analysis of Regional Measure 1 has not been submitted. If you desire a copy of Senate Bill 45, you may contact the Elections Department at (707) 429-6201 and a copy will be mailed to you.

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## Argument in Favor of Regional Measure 1

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Transportation problems are continually identified as the number one concern in the Bay Area. Some of the worst traffic jams pile up at the bridges. And it's going to get worse.

Caltrans estimates that traffic will increase 47% on the Richmond Bridge by the year 2010. There will be a 60% increase on the Carquinez, 71% on Benicia, and an astounding 156% increase on the Antioch. But, you can act now to break the gridlock.

Regional Measure 1 will raise \$1.5 billion for bridge construction and rail extension projects throughout the entire Bay Area. By voting yes, you can secure specific improvements for our region, including two additional lanes on the Benicia Bridge, as well as a new Benicia bridge with four more lanes. You'll get a direct connector from Highway 80 to the Richmond Bridge without driving all the way through town. And, you will construct a replacement bridge at Carquinez. Your contribution will pay for bridge projects in your region.

This proposal also requires Caltrans to include rail transit in the plans for these new bridges, provides extra money for things like bicycle facilities, and protects the wetlands, including Shell Marsh.

If you are only an occasional user of the bridges, this measure saves you from paying for bridge improvements with your state taxes or with a gasoline tax. And if you commute across a bridge, you know how badly new lanes are needed.

The Governor and the Legislature have referred this issue to you. We need your vote to approve these projects. You have the opportunity to build major bridge improvements. Vote YES on Regional Measure 1.

/s/ Barry Keene  
State Senator

/s/ Anthony Intintoli, Jr.  
Mayor of Vallejo

/s/ Tom Hannigan  
State Assemblyman

/s/ Marilyn O'Rourke  
Mayor of Benicia

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## Rebuttal to Argument in Favor of Regional Measure 1

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The proponents mislead voters that MEASURE 1 will not cause inflation. TRUCKS will also receive a toll increase on all bridges, " - up to 1-1/2 times the truck toll on the San Francisco - Oakland BAY BRIDGE". This significant increase will trigger inflation to all taxpayers in all counties; as inflationary as taxing gasoline.

The proposed expensive bridge construction is unnecessary. The region has enough bridges. What we need are extra bridge lanes during peak hours (approximately six hours daily). Efficient, cost-effective vehicle superferries with deck areas the size of football fields will fill this need.

Correcting the I-80 GRIDLOCK problem between its junction with highway 113 (Dixon area) and its termination at highway 101 (San Francisco) will cost approximately \$3,000,000,000. (BILLIONS) using only highways and constructing additional bridges. On the other hand, using highways, bridges and vehicle ferries it will cost approximately \$250,000,000. (MILLIONS). A SAVINGS OF \$2,750,000,000. (BILLIONS).

The proponents highlight the projected vehicle increases for the Carquinez, Benicia and Antioch bridges. It is interesting to note even though Sacramento commuters intensify congestion on these bridges; and the Antioch bridge lands within Sacramento County it is the only bridge county excluded from voting on this MEASURE. WHY?

**VOTE NO.** There are many questions to be answered before approving toll increases. **INSIST THAT ALL THE PROVISIONS OF SENATE BILL 45 (MEASURE 1) BE FULLY DISCLOSED and all unanswered questions be addressed and resolved before funds are committed.**

BLACK BALL VEHICLE FERRY SYSTEMS, INC.  
by Capt. George G. Roberts, President.  
/s/ George G. Roberts

Mr. Preston Kelley  
District Director  
Caltrans District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

April 22, 1993

Dear Mr. Kelley:

Thank you for working over the last year with the MTC, the Solano and Contra Costa Transportation Authorities and the interested agencies in both counties to define the project alternatives to be evaluated in the Supplemental Environmental Impact Statement/ Environmental Impact Report (SEIS/EIR) for the Benicia-Martinez Bridge System Project. In particular, we want to express our gratitude for the diligent efforts of Nino Cerruti and Marie Pang and their staff and consultants. They have been very responsive, and have provided considerable additional information regarding the traffic impacts of the proposal to us, as requested.

We are nearing completion of our efforts to define joint recommendations regarding the scope of the project to be evaluated in the SEIR/EIS, and look forward to continuing our inter-agency cooperation as this important project progresses. Both Congestion Management Agencies (CMAs) are very concerned about obtaining funding for additional improvements that traffic studies suggest are needed in conjunction with the new bridge. In particular, both CMAs would like to work together with Caltrans, the Metropolitan Transportation Commission (MTC), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to *assure* funding for related projects that have been identified as necessary in the traffic analyses.

Following are our joint recommendations for the SEIR/EIS.

1) The SEIR/EIS should fully evaluate the following two alternatives.

- As currently proposed by Caltrans, reconfigure the existing bridge to accommodate three southbound through lanes, a fourth lane that drops at the Marina Vista Interchange, and a two-way bicycle/pedestrian lane. Construct the new bridge to the east of the existing bridge, configured to provide four northbound lanes and a truck climbing lane. If operationally feasible, one of the through lanes in each direction would operate as a designated HOV lane during peak periods. As proposed by Caltrans Division of Structures, and recognizing that one rail track could be added within the box structure of the existing bridge, the new bridge would have the structural capability to accommodate the future addition of a second rail transit track.

Mr. Preston Kelley  
April 22, 1993  
Page 2

- A bridge that accommodates additional capacity only through HOV lanes and provision for future intercity and commuter rail transit service.

It is our understanding that the first scenario described above is the "project" as currently proposed by Caltrans. The two CMAs believe it would be prudent to also evaluate the latter scenario.

- 2) The SEIR/EIS should identify specific mitigation measures that would be ~~are~~ required as a result of the construction of the bridge project. Those mitigation measures required to address significant impacts from the bridge project should be included within the funded project.

Following is a list of mitigation measures and principles that both CMAs and a number of other agencies believe are required as part of the bridge project, and should be accomplished within the available funding.

- The through-capacity of the bridge should be matched with the lane configurations of the facilities on both sides of the bridge, to provide for smooth operation and avoid overburdening the capacity of the surrounding facilities.
  - Complete links from the pedestrian/bicycle facilities on the bridge to viable trail facilities on both sides of the bridge.
  - Modify both the northbound and southbound ramps at the Marina Vista Interchange to eliminate queuing on I-680, and provide turn lane channelization on Marina Vista under the overcrossing.
  - The design of the I-680/I-780 interchange should not preclude future access to the Benicia Arsenal.
  - Work with affected agencies to minimize the impacts, and mitigate, as necessary, any wetland, visual, and auditory impacts on surrounding areas. In particular, impacts to residences and businesses in Martinez and Benicia, as well as the Benicia Arsenal historic area should be avoided where possible.
  - Develop a Traffic Mitigation Program (TMP) to address construction-related impacts. We request that local agency staff be involved in developing a list of measures for Caltrans to include in the TMP. These measures should be based on measures of effectiveness similar to those developed for the I-80 TMP.
- 3) The SEIR/EIS should include a section that describes the potential impacts associated with the related projects identified in the recently completed traffic studies. It is acknowledged that these projects would require funding from other sources and additional environmental analyses before they could proceed.

Mr. Preston Kelley  
April 22, 1993  
Page 3

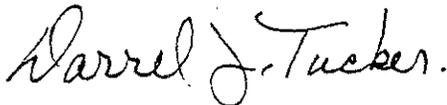
The recently completed traffic analyses provided by Caltrans indicate a need for the following projects described below. Some of these improvements are needed now, and the bridge project will increase the need for them, while others will be needed when either the bridge or other related improvements are implemented. In your analyses, Caltrans has identified the bridge as the fourth priority improvement needed within the I-680 corridor. The related projects are listed below.

- Modify the I-80/680 interchange to expand the direct connection from northbound I-680 to eastbound I-80, and complete the eastbound auxiliary lane on I-80 between I-680 and Highway 12. These two projects are identified as the first and second priorities for improvements in the corridor by Caltrans.
- Restripe to provide HOV lanes within the existing right-of-way on I-680 between the bridge and SR 242. This project is identified by Caltrans as the third priority for improvements in the corridor ahead of the bridge, which is the fourth priority.
- Provide additional capacity in the I-680 corridor in Solano County. Traffic studies identify I-680 HOV lanes in Solano County as the fifth priority for improvement.

Both CMAAs would like to work together with Caltrans, the Metropolitan Transportation Commission, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to identify and assure funding for the necessary project mitigations, and together seek funding for the critical related projects identified as necessary in the traffic analyses completed by your staff.

A number of other issues have been discussed at the staff workshops; the above discussion reflects the critical items that the two CMAAs support at this time. We support Caltrans proceeding with the Supplemental EIR/EIS based on the consensus outlined in this letter.

Sincerely,



Darrel "Jay" Tucker  
Chair  
Contra Costa Transportation Authority



Gary Falati  
Chair  
Solano Transportation Authority

cc: See next page.

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Mr. Preston Kelley  
April 22, 1993  
Page 4

The Honorable Representative Baker  
The Honorable Representative Miller  
The Honorable Representative Hamberg  
The Honorable Senator Boatwright  
The Honorable Senator Keene  
The Honorable Senator Lockyer  
The Honorable Senator Petris  
The Honorable Assemblymember Bates  
The Honorable Assemblymember Campbell  
The Honorable Assemblymember Hannigan  
The Honorable Assemblymember Brown  
Gordon Martz, Caltrans Director, District 10  
Larry Dahms, Executive Director, Metropolitan Transportation Commission

Mr. Preston Kelley  
April 22, 1993  
Page 5

bcc for final letter:

Nino Cerruti, Caltrans	Barbara Neustadter, TRANSPAC Staff
Paul Korry, WCCTAC Staff	John Dillon, SWAT Staff
Pat Roche, TRANSPLAN Staff	Maurice Shiu, Steve Goetz, Contra Costa
Jean Mesick, City of Martinez	Tom Clausen, City of Concord
Kent Peterson, Crockett Improvement Association	
Kitty Hammer, Daniel Shiada, City of Benicia	
Otto Bertolero, Tanser Aksu, City of Vallejo	
Morrie Barr, City of Fairfield	Bob Mitroff, BART
Craig Goldblatt, MTC	Bill Gray, Wm. R. Gray and Associates

## DEPARTMENT OF TRANSPORTATION

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



March 2, 1994

Mr. Richard Brians, Chair  
Solano Transportation Authority  
333 Sunset Avenue, Suite 230  
Suisun City, CA 94585

Dear Mr. Brians:

Reference is made to the joint letter from the Contra Costa and Solano Transportation Authorities to Preston Kelley dated April 22, 1993, that defined the alternatives to be evaluated in the Supplemental Draft Environmental Impact Statement/Environmental Impact Report (SDEIS/R) for the Benicia-Martinez Bridge Project. In that letter, it was jointly recommended by both authorities that an alternative be evaluated that would include the capability of accommodating a future rail transit track on the proposed bridge.

At a meeting with both transportation authorities and MTC on March 31, 1993, Caltrans proposed that the existing Benicia-Martinez Bridge could be retrofitted at some future time to add one set of tracks within the truss section of the bridge at a cost of about \$3-5 million for southbound trains. Also, the proposed bridge could be designed to accommodate the additional loading required for a single set of tracks for northbound trains at a cost of \$10-15 million.

Subsequent to the joint letter, an advanced planning study evaluating three alternatives to provide rail transit on the Benicia-Martinez Bridge was completed. From this study, it was determined that retrofitting the existing bridge at some future time to add a single set of tracks for southbound trains and to have the ability to add a future single set of tracks for northbound trains on the new bridge would have a much higher cost than stated at the March 31, 1993 meeting. An attempt to retrofit the existing bridge would prove to be very costly and would be structurally difficult, if not impossible. It is estimated that there would be an initial minimum cost of \$18,500,000 at the time of construction of the new bridge, and a future cost of \$66,000,000 to retrofit the existing bridge and modify the superstructure of the new bridge. The total cost of this alternative is \$84,500,000 in 1994 dollars.

A second alternative, that would allow for two lines of rail to be placed on the new bridge, appears to be a more viable alternative to provide for future transit. The new bridge could be designed and constructed to accommodate the additional loading required for the two sets of rail transit tracks. This would include the strengthening of the foundations and piers to accommodate the weight of a future rail transit system. When rail transit is proposed to cross the Carquinez Strait, the bridge superstructure would be modified to add two sets of tracks on the new bridge. It was estimated that there would be an initial minimum cost of \$24,500,000 at the time of construction of the new bridge, and a future cost of \$20,500,000, for a total cost of \$45,000,000 in 1994 dollars.

A third alternative was evaluated that would place both lines of rail on a separate, future rail bridge on the downstream or westerly side of the new Benicia-Martinez Bridge. Only the foundation and footing/caissons would be constructed at the time the new Benicia-Martinez Bridge is constructed. When rail transit is proposed to cross the Carquinez Strait, the bridge would be completed. This alternative would have an initial minimum cost of \$19,500,000 at the time of construction of the new bridge, and a future cost of \$55,000,000, for a total cost of \$74,500,000 in 1994 dollars.

Caltrans is preparing a SDEIS/R which contains an alternative that would provide the structural bridge components necessary to accommodate future rail transit on the new Benicia-Martinez Bridge, as described in the second alternative. Caltrans has chosen this alternative based on public comments and the overall minimum cost.

While Caltrans supports the concept to included the ability to add a future transit rail system to the new bridge at the time of its construction, the Regional Measure 1 funds programmed for this project do not include these additional costs. This proposed change in scope necessitates a change in the project cost. Caltrans is requesting that the Contra Costa and Solano Congestion Management Agencies jointly advocate funding this additional \$25 million from funds programmed and allocated by the Metropolitan Transportation Commission and the California Transportation Commission. It is crucial that a commitment to program this funding to accommodate future rail transit on the bridge be done now, because it is expected that designs for the new bridge will be underway by the summer of 1995.

If you have any questions or would like to discuss this letter, please call me at (510) 286-5906.

Sincerely,

JOE BROWNE  
District Director

By 

LINCOLN CHU  
Deputy District Director  
Project Development B

bcc: JBrowne  
HYahata  
DMulligan  
HForsen  
NCerruti  
TPollock  
File

April 18, 1994

Joe Browne, District Director  
Caltrans, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Dear Mr. Browne:

This is in response to your letter dated March 2, 1994, concerning the provision for future rail transit on the proposed Benicia-Martinez Bridge.

We agree that the second of the two alternatives you have proposed is preferable. We advocate that the additional money needed to provide for this, currently estimated at \$25 million, be programmed and allocated from Regional Measure 1 funds.

Sincerely,

Jerry Hayes, Vice-Chair  
Solano Transportation Authority

cc: California Transportation Commission  
Jane Baker, Chair, MTC  
Contra Costa CMA

browne.ltr



**7.3 Consider a resolution supporting Vallejo's request to the California Department of Transportation that a rail option be preserved as part of the New Carquinez Bridge Project. Page (Martin Tuttle)**

The City of Vallejo requests that the Solano Transportation Authority adopt a resolution requesting that the California Department of Transportation (Caltrans) consider to the maximum extent feasible the inclusion of an accommodation for a rail option, i.e. BART or a light rail connection to BART, as part of the design for the new Carquinez Bridge.

It is now common to consider alternative modes such as pedestrians and bicycle lanes, rail, and HOV lanes in designing new bridges, as was done in the design of the proposed second Benicia-Martinez Bridge. Regional Measure 1 mandates that rail options be considered for bridge replacement projects i.e. the Carquinez and Benicia Martinez Bridges. Vallejo requests that rail be considered in designing the replacement Carquinez bridge in order to ensure that all future Solano County transportation options be preserved. This should not delay the design and environmental review process significantly so long as the rail option is an integral part of the analysis. Even if there is a slight delay, the information gathered will enable the STA, City of Vallejo and all other stakeholders to make an informed decision regarding rail on the Carquinez Bridge.

Vallejo's position is that all the stakeholders involved, such as the Solano Transportation Authority, must have the opportunity to consider the facts and alternatives in order to make an informed decision on project that will have far reaching implications for transportation investment in Solano County for the next 100 plus years.

Attached is the letter to STA Chairman Steve Lessler from Vallejo Mayor Gloria Exline and proposed a resolution for adoption by the STA.

Staff recommends the STA Board's support of the Resolution.

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 96-**

**Rail transit on the new Carquinez Bridge**

WHEREAS, the California Department of Transportation (Caltrans) is initiating the Carquinez Bridge Project which proposes to rebuild the 1927 Western Carquinez Bridge span; and

WHEREAS, the Solano Transportation Authority supports Caltrans efforts to accelerate the replacement of the wester span of the Carquinez Bridge and requested that Caltrans address local issues in a timely manner; and

WHEREAS, at a Vallejo City Council Study Session on July 23, 1996, Caltrans was requested, as part of the preparation of environmental impact study, to investigate to the maximum extent feasible, a bridge design that would accommodate a future rail extension to Solano County via Vallejo, including studies to determine the cost of including provisions for future rail extension now, versus a separate rail crossing build at a much later date; and

WHEREAS, ABAG projections and recent transportation studies, including the MTC I-80 Corridor Study, indicates significant increased population growth in Solano County over the next twenty year period; and

WHEREAS, projections indicate that a significant portion of the travel market will travel to the San Francisco Bay Area along I-80 via Vallejo and the Carquinez Bridge; and

WHEREAS, the Solano Transportation Authority believes that a future extension of rail, i.e. BART for a light rail connection to BART, supports regional and local goals for economic growth and development,

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby requests Caltrans, as part of the environmental impact study to investigate to the maximum extent feasible a bridge design that will accommodate a rail extension, i.e. BART or a light rail connection to BART, to Vallejo as part of the Carquinez Bridge Project.

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

I, Martin Tuttle, the Executive Director of the Solano Transportation Authority, do hereby certify that the above and forgoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting held this 9th day of October, 1996.

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



## CITY OF VALLEJO

OFFICE OF THE MAYOR

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

September 26, 1996

Steve Lessler, Chair  
Solano Transportation Authority  
333 Sunset Avenue, Suite 200  
Suisun City, Ca 94585

SUBJECT: Provisions for Rail Transit on Replacement Carquinez Bridge

Dear Chairman Lessler:

First, I would like to thank you for the assistance of STA staff during the ongoing planning process for the proposed replacement Carquinez Bridge project. As you know, the proposed replacement Carquinez Bridge project has far reaching implications for the regional transportation system, especially the I-80 Corridor. The project is a critical link and of immense importance to Solano County because it will provide mobility to our residents and play a critical role in the local and regional economies for decades to come.

The City of Vallejo is vitally concerned that the future mobility needs of our residents and other Bay Area travelers on the I-80 corridor are fully met. We strongly support alternatives to the single occupancy vehicle (SOV), and we recognize that these alternatives will grow increasingly important as travel demand grows beyond the capacity of the existing roadway.

As Vallejo looks to the future and sees the possibility of rail transit along the I-80 corridor, we wish to ensure that all transportation options are preserved, including rail service to Vallejo. The City will insist that we participate in any future rail services such as BART, and we will work to ensure that the replacement Carquinez Bridge project design will provide the rail option to serve the I-80 Corridor via Vallejo directly.

The Vallejo City Council passed a resolution addressing this concern at its July 31, 1996 meeting. The resolution formally requested that Caltrans investigate, to the maximum extent feasible, a bridge design that accommodates a future rail extension to Solano County via Vallejo. As part of the preparation of the environmental impact study, we request that Caltrans' investigation include studies to determine the cost of including provisions for a future rail extension now, compared to a separate rail crossing at a later date.

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Steve Lessler, Chair  
Solano Transportation Authority  
SUBJECT: Provisions for Rail Transit on Replacement Carquinez Bridge  
September 26, 1996

Because of its relatively high cost compared to other options, we are aware that recent MTC studies do not recommend a BART extension to Vallejo within the next 20 years. However, because of high ridership and latent demand, we do assume that rail to Solano County is a realistic possibility in the future, certainly within the 75 plus year life span of a new Carquinez bridge. Accordingly, the City of Vallejo strongly believes that any new, significant investment in BART or other rail service across the Carquinez Straits into Solano County must operate through Vallejo in order to realize maximum patronage and cost-effectiveness.

I am requesting that, at the earliest meeting possible, the STA support Vallejo's position regarding a rail option on the Carquinez Bridge. Thank you for considering Vallejo's concerns in this important transportation planning process.

Sincerely,



GLORIA EXLINE  
Mayor

PJB/scd

cc: City Councilmembers  
Kenneth R. Campo, City Manager  
John H. Duane, Public Works Director  
Gary A. Leach, City Engineer  
Pamela J. Beichamber, Transportation Manager

**7.4 Transfer of funding from a segment of the I-80 Reliever Route to the Highway 12 project. (Martin Tuttle)**

The STA was approached by staff from local, regional, and state agencies to address the funding shortfall on the Highway 12 widening project in Suisun City. The shortfall threatened an eminent halt to work on this important local and regional project, which is a critical part of the I-80 Reliever Route. The following memo from Martin Tuttle outlines a proposal addressing this shortfall. This proposal has been approved by MTC's Partnership Planning and Programming Committee (3PC).



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 429-2894

*Agenda Item 7.4*

*Members:*

September 2, 1996

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

TO: STA Board  
FROM: Martin Tuttle *Mt*  
RE: Request for TIP Amendment

Martin Tuttle  
Executive Director

We have recently been working with staff from Suisun City, Fairfield, Caltrans District 4 and MTC on potential funding solutions to address Suisun City's local funding shortfall for the Highway 12 widening project. If approved by the STA Board, MTC will administer a TIP amendment to advance \$2 million in regional STP funds from the I-80 Reliever Route project (Fairfield segment) to Highway 12 to allow for the timely completion of the Highway 12 project. MTC would also pass a Resolution outlining the terms of the \$2 million payback needed to finance the balance of the proposed Fairfield Reliever Route project.

It should be noted that Caltrans District 4, MTC and STA staff first proposed advancing Highway 37 STIP funds to address the shortfall. Despite the concurrence from Vallejo staff, Caltrans headquarters and California Transportation Commission (CTC) staff directed us to exhaust all possible local and regional funding options to address the shortfall before returning to them with the Highway 37 STIP amendment proposal.

Key Issues

Suisun City and the state began widening the roadway through Suisun City from two to four lanes in 1988 on the basis that each entity would share equally in the cost of the project. However, unanticipated increases in the local cost share may threaten the completion of the project which is scheduled to be completed by the end of this year.

The total project costs were initially estimated to be \$17 million. Suisun City established that one-half of Suisun City's funding would have to be funded by city residents. In 1986, Suisun City voters approved the sale of \$4.25 million in General Obligation Bonds. Between 1986 and 1994 when construction began, the remaining \$4.25 million in development impact fees which were required to cover Suisun City's share of the project were collected.

The City's share of the project's costs has risen significantly. Caltrans District 4 and Suisun City project staff estimate that Suisun City's construction deficit is approximately \$2.4 million, due largely to higher than expected utility relocation costs.

The project is expected to be completed as early as this November, but Caltrans could halt construction immediately unless the funding shortfall is addressed. Stopping construction work mid-way is an unacceptable option given the local and regional importance of the project and the much higher costs required to complete the work at a later date.

### Proposal

Again, if approved by the STA Board, MTC would administer a TIP amendment to transfer \$2 million in STP-Discretionary funds from Fairfield's segment of the I-80 Reliever Route project to the Highway 12 project. These funds (from FY 96/97) are to be transferred immediately, and will be repaid no later than January 1, 2000 with funds sufficient to complete Fairfield's project as now approved in the TIP. The remaining \$400,000 needed to address the emergency Highway 12 shortfall will come from Suisun City.

Fairfield has agreed to redefine its current project into two phases. Phase 1 (Peabody Road intersections and widening/ \$2.7 million) will remain in FY 96/97 and the new Phase 2 (Vanden Road relocation/ \$2 million, plus \$230,000 local match) will begin in FY 99/2000.

### Repayment

The timely payback of the \$2 million is required to assure the STA and Fairfield the eventual completion of the original project. The funds will be repaid from one of the three following sources, listed in priority order:

1. New county minimum STIP programming, which may occur on or before April 1998 as to be determined by the Legislature and the CTC.
2. STP-Discretionary funds in FY 99/2000, subject to the regional competitive programming process.
3. Repayment by Suisun City on January 1, 2000 if neither of the first two options are successful.

### Recommendation

Approve the proposed TIP amendment and commend the City of Fairfield for their concurrence and cooperation in helping to ensure the timely delivery of the Highway 12 project. The Vallejo city manager and public works staff should also be commended for their cooperation in regard to the initial Highway 37 STIP amendment proposal.

### Attachments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

September 13, 1996

*Dianne McKenna, Chair*  
Association of Bay Area Governments

*James Spering, Vice Chair*  
Solano County and Cities

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

*Jane Baker*  
Cities of San Mateo County

*James T. Beall Jr.*  
Santa Clara County

*Sharon Brown*  
Cities of Contra Costa County

*Joe Browne*  
State Business, Transportation  
and Housing Agency

*Edward R. Campbell*  
Alameda County

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

*Mary Griffin*  
San Mateo County

*Elihu Harris*  
Cities of Alameda County

*Tom Hsieh*  
City and County of San Francisco

*Jean McCown*  
Cities of Santa Clara County

*Fred Negri*  
Napa County and Cities

*Jon Rubin*  
San Francisco Mayor's Appointee

*Angelo J. Siracusa*  
San Francisco Bay Conservation  
and Development Commission

*Tom Toljakson*  
Contra Costa County

*Doug Wilson*  
Marin County and Cities

*Sharon Wright*  
Sonoma County and Cities

*Lawrence D. Dahms*  
Executive Director

*William F. Hein*  
Deputy Executive Director

Mr. Joe Browne  
Director, District 4  
Caltrans  
P.O. Box 23660  
Oakland, CA 94623-0660

RE: Proposal for the Full Funding of Solano Highway 12 Construction

Dear Joe:

The Metropolitan Transportation Commission has been requested by Caltrans District 4 and the Solano Transportation Authority to assist in developing a proposal addressing a current funding shortfall in the construction portion of Highway 12 in Suisun City (Caltrans contract 10-373104). The City of Suisun City specifically is seeking \$2.4 million to enable continuation of the current construction contract. Failure to secure this amount would result in cessation of construction work on this project, an unacceptable outcome given the local and regional importance of this highway improvement.

The Route 12 project was awarded in October, 1994, and construction is expected to be completed early next year. This project will convert the existing 2 lane conventional highway to a 4 lane expressway from west of Marina Boulevard to east of Scandia Road in and around Suisun City. It is a cooperative project with approximately a 50% local contribution by the City of Suisun City. The City has a shortfall of approximately \$2.4 million for construction related costs. The City is unable to pay that amount at this time, and in cooperation with the Solano Transportation Authority (STA) has requested MTC's assistance in securing alternative fund sources.

After several meetings with your staff, and staff of Suisun and STA, we believe that the best option to immediately address the estimated shortfall would be to advance replacement funding from the Solano I-80 Freeway Reliever project currently programmed in MTC's Transportation Improvement Program (TIP). Of the \$6.48 million programmed to the project, construction costs for the segment in Fairfield are currently estimated to equal about \$3.0 million. In discussions with the City of Fairfield, staff believes that they can effectively phase the project to permit the immediate advance of \$2.0 million to City of Suisun City. The balance of \$400,000 needed to fully satisfy the Hwy. 12 shortfall would be provided by Suisun City with Transportation Development Act (TDA) reserves.

The City of Fairfield recognizes the urgent need to complete this segment of Hwy. 12, and is willing to be a partner in resolving the shortfall. However, the proposed \$2.0 million advance will result in delay of the I-80 reliever route construction, and timely payback of the \$2.0 million is required to assure Fairfield the eventual completion of the project. In a joint meeting held on September 11, 1996, staff members of MTC, Caltrans District 4, and cities of Suisun and Fairfield proposed that the following future sources of funding, in the priority order listed, would be tapped for payback of the \$2.0 million:

PAGE 64

Mr. Joe Browne  
September 13, 1996  
Page 2

1. First priority for county minimum awards of State Flexible Congestion Relief (FCR) funds, if requested by Solano County, through the next cycle of State Transportation Improvement Program (STIP). These funds are expected to be available for programming by the California Transportation Commission no earlier than FY 1998/99.
2. Regional Discretionary Surface Transportation (STP) funds, whose next cycle of programming by MTC is targeted for FY 1999/00. These funds are subject to the regional competitive programming process that may or may not result in the full restitution of the \$2.0 million.
3. Any balance of funds required would be provided by City of Suisun City, to be available no later than January 2000.

Details of this arrangement are attached.

With the concurrence of the STA Board to this proposal, MTC would administer a TIP amendment to secure the \$2.0 million shift of funds from the I-80 Reliever route project to the Highway 12 project, and put together a parallel Resolution of intent by the full Commission outlining the priorities and conditions for payback of the \$2.0 million to City of Fairfield. We hope these assurances are sufficient to allow current construction to continue on Highway 12, and we look forward to working with Caltrans District 4, STA, and the cities of Suisun City and Fairfield in cooperatively resolving this issue.

Please call me if you have any questions at (510) 464-7780.

Sincerely,



William F. Hein  
Deputy Executive Director

WFH:TMcM  
c:\tmcml\docs\stpmulti\solmemo.doc

cc: Comsr. Spering  
M. Tuttle  
M. Brubaker  
D. Murray



**8.1 Award of a consulting contract for development of an Action Plan for I-80/680 Improvements. (Kim Kloeb)**

The need for improvements to the I-80/680 interchange have been documented in several traffic analyses. The EIR for the Benicia-Martinez Bridge stated that improvements to this interchange are the most needed improvements in the traffic study area that included the I-680 corridor all the way to the Highway 24 interchange.

The recently concluded I-680/80/780 Triangle Area Study show that improvements to this interchange would produce a drastic increase in the level of service on I-80 from I-680 to Highway 12.

In response to the above studies, the STA has named this a priority project. The STA approved \$10,000 in project development funding for this project.

STA staff prepared an RFP for consulting services to advance this project. This project has been more than adequately documented in the past. The emphasis of this effort would be a funding strategy plan.

Three firms responded to the RFP. Cole Management & Engineering, Inc., a team led by Korve Engineering that includes Smith & Kempton, and Parsons Binckerhoff. The three teams will be interviewed by STA staff on October 3, and staff will make a recommendation for a selection at the STA meeting on October 9.



**8.2 Award of a consulting contract for development of an Intercity Transit Coordination Study. (Dan Christians)**

The transit steering committee developed a Request for Proposals (RFP) to contract with a consultant to develop this plan. Three firms responded to the RFP. Nelson/Nygard, Parsons, Brinkerhoff, Quade, and Douglas, and James E. Brown and Associates all submitted proposals. The interviews are scheduled for October 2 by the transit steering committee made up of Vice Mayor Bill Patchell, Mayor Don Erickson, Vice Mayor Gary Tatum, and Vice Mayor Steve Lessler.

The STA approved \$4,000 in project development funds to leverage a total of \$56,000 available to the project.

Staff anticipates that a recommendation for consultant selection will be brought to the board at the October 9 meeting.



## **9.1 A presentation of the I-680/80/780 Triangle Area Study. (Paul Menaker)**

The Contra Costa Transportation Authority (CCTA) obtained a Petroleum Violation Escrow Account (PVEA) grant to conduct a study of the interrelated road system that includes I-680 from I-80 to Highway 4 in Contra Costa County, and I-80 from 680 to south of the Carquinez Bridge. The study area also includes I-780 between I-80 and I-680.

The study was a detailed operational analysis of most of the critical links of the system. The analysis did not contain any detailed analysis of I-80 in the Vallejo area.

The findings of the study show that the relatively minor improvements to the interchange between I-80 and I-680 would create a drastic improvement in the operation of I-80 between I-680 and Highway 12 in the p.m. peak hour period. The improvements analyzed also included relocation of the weigh scales.

The study shows that the roadways are an integrated system, and improvements in one area often move congestion downstream, rather than eliminate the congestion. Improvements in Solano County would impact the interchange of I-680 and Highway 4 in Contra Costa. Improvements on the mainline of I-680 could also have a negative impact on the operation of I-780 in Benicia.

The study analyzed the potential operation of the new toll plaza on the new Benicia-Martinez Bridge. All analyses presumed that the toll plaza would be on the south side of the bridge and that tolls would be collected in the northbound direction.

The study was prepared by Korve Engineering, Inc. Paul Menaker of Korve will make a short presentation on the findings of the study.



## **9.2 STA transportation conference/workshop. (Steve Lessler)**

At their July meeting, the STA Chairman, Steve Lessler proposed a conference on transportation issues in Solano County. The conference is to be a working session for STA board members. Staff from the TAC and key local/regional transportation staff have been invited to attend.

The conference is to provide a two way dialogue between our elected officials and state/regional level policy makers. The speakers will provide insight into the trends that will impact transportation decision making in this county, and our elected official will communicate the desires and expectations of Solano County to the speakers.

The workshop has been scheduled for October 18 at the Paradise Valley Golf Course at 3950 Paradise Valley Road in Fairfield from 8:15 until noon. Speakers will include: Joe Browne on State Funding, John Gray on local funding, Larry Dahms on federal funding, and Mike Evanhoe on local sales taxes. The conference will conclude with a general discussion on the future focus of STA. About 50 people are expected to attend.

Attached is the Workshop's agenda.



## TRANSPORTATION WORKSHOP

Friday, October 18, Paradise Valley Golf Course

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**Topic:** How do we advance STA's Priority Projects in view of limited local, state and federal funding.

**Agenda:**

- 8:15 AM Breakfast
- 8:30 Welcome by Chairman Steve Lessler, outlining the STA reorganization and stressing the need for the STA to be advised of new funding opportunities and requirements.
- 8:45 Overview and status of STA Priority Projects by Martin Tuttle
- 9:00 Overview of local funding now available by John Gray
- 9:15 Overview of state funding by Caltrans' Joe Browne and Denis Mulligan
- 9:45 Overview of federal funding and MTC's approach to transit coordination requirements by MTC's Larry Dahms
- 10:15 Break
- 10:45 Potential new local/regional funding sources by MTC's Larry Dahms update on Santa Clara County sales tax proposal by Santa Clara Valley Transportation Authority's Mike Evanhoe
- 11:15 General discussion -- where do we go from here?
- 11:45 Adjourn

## Directions to Paradise Valley Golf Course

**From the Bay Area:** I-80 North to N. Texas Street exit in Fairfield. Turn left at first street - Dickson Hill. Proceed to first stop sign - Dover and turn left. Dover changes to Paradise Valley Drive at first intersection. The golf course is located at first side street.

**From Sacramento:** I-80 South to N. Texas Street exit in Fairfield. Turn left and cross freeway. Turn left at first street - Dickson Hill ... (Same as Above)

Towards Sacramento

