



DATE: December 2, 2008  
 TO: STA Board  
 FROM: Janet Adams, Deputy Executive Director/Director of Projects  
 RE: Regional Transportation Impact Fee (RTIF) Feasibility Study Update

**Background:**

One of the tasks identified by the Solano Transportation Authority (STA) Board as a priority project in the STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2008-09 and 2009-10 is the initiation of a Regional Impact Fee Feasibility Study. Regional Transportation Impact Fees (RTIF) are used in a variety of counties throughout the State of California. A transportation impact fee is established by a local or regional government (and usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities. The legal requirements for enactment of a traffic impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be reasonably related to the cost of the facility or service provided by the local agency.

On July 9th, the STA Board authorized the Executive Director to begin the Regional Transportation Impact Fee (RTIF) Feasibility Study.

**Discussion:**

**RTIF Feasibility Study**

On October 8, the STA Board recommended that STA Staff move forward with the formation of multi-agency working groups for the purpose of developing the scope of work for a countywide RTIF nexus study, including project selection and fee options.

Below is a schedule of meetings aimed at completing the feasibility study (Attachment A) by January 14 for STA Board consideration:

Date	Committee/Group	Meeting Agenda
2008		
July 23	City Managers Meeting	• RTIF Study Introduction
July 30	Public Works Directors and Planning Directors	• RTIF Study Introduction
Aug 27	RTIF Working Group meeting	• Review background and RTIF options
Aug 27 – Sept 17	Individual Agency Meetings	• Review potential TIF Projects & Options
Sept 17	RTIF Working Group meeting	• Recommend Draft RTIF Study for additional committee review
Sept 24	STA TAC Meeting	• Recommend Draft RTIF Study to STA Board for Adoption
Oct 8	STA Board Meeting	• Presented Preliminary RTIF Study Findings • Received STA Board direction for Countywide RTIF
Nov 13	RTIF Working Group meeting	• Reviewed Countywide RTIF direction • Received Draft Nexus study RFP & Feasibility Study • Frequently Asked Questions (FAQ)

Date 2008	Committee/Group	Meeting Agenda
Nov 19	STA TAC Meeting	• Recommend STA conduct Nexus Study
Dec 4	RTIF Working Group meeting	• Review Final Feasibility Study, FAQ, and Nexus Study Scope of Work
Dec 10	RTIF Policy Committee meeting	• Review Governance Structures & Fee Collection options.
Dec 10	STA Board	• Authorize STA to carryout RTIF Nexus Study with consultants
Dec 17	STA TAC	• Recommend Feasibility Study
Jan 14	STA Board	• Adopt Feasibility Study

### Subarea Working Groups

On November 13, the RTIF Working Group discussed the need for RTIF subarea working groups. Working group members advised that subarea working groups would be necessary to help define the RTIF Nexus Study Network of potential projects and implement RTIF funded projects. The RTIF Working group recommended the previously recommended subarea working groups, plus the addition of a Vacaville-Dixon-Solano County working group for the area between Dixon and Vacaville. As each study area includes unincorporated areas and involves issues of regional interest. Both STA and Solano County would have membership on all committees.

Subarea/Roadways	Agencies to Participate in Working Groups
Jepson Parkway/Peabody Road	Fairfield, Solano County, Vacaville
State Route 12 - East	Solano County, Rio Vista
State Route 12 - Central	Fairfield, Suisun City, Solano County
Dixon/Vacaville	Dixon, Solano County, Vacaville
South Solano County Transit Capital Projects	Benicia, Vallejo

### Nexus Study Scope of Work

On November 19<sup>th</sup>, the STA Technical Advisory Committee (TAC) reviewed and recommended minor changes to the Draft RTIF Nexus Study Scope of work, and recommended that the STA Board approve the RTIF Nexus Study Scope of Work as specified in Attachment B.

On December 4<sup>th</sup>, RTIF Working Group members will review a Final RTIF Nexus Study Scope of Work and make any final changes. Below is a summary of tasks included in the draft scope of work:

### Solano Regional Transportation Impact Fee Nexus Study

DRAFT Conceptual Scope of Work and Deliverables, 10-16-08

#### Tasks:

1. Confirm Final Scope of Work and Schedule and Commence Study
2. Define the Project Criteria and Regional Development Impact Fee System Network
3. Regional Travel Demand Model Analysis and Growth Projections
4. Formulate Draft Project List
5. Travel Demand Model "Select Link" Analysis
6. Optional Regional Fee Calculation
7. Fee Revenue Estimation
8. Nexus and Burden Analysis
9. Committee & Stakeholder Meetings
10. Team Meetings
11. Draft Nexus Study Report
12. Final Report

While STA staff is conducting the nexus study, STA staff proposes to also conduct various meetings to discuss options and make a decision regarding a RTIF Governance Structure, responsible for fee collection and project funding.

<b>December 2008 to April 2009</b>		
<b>Dec-June</b>	RTIF Working Groups	• Participate in Nexus Study meetings
<b>Dec</b>	RTIF Policy Committee meeting	• Review Final Governance Structures & Fee Collection options.
<b>Dec 17</b>	STA TAC	• Recommend Governance Structure
<b>Jan 14</b>	STA Board Meeting	• Adopt RTIF Governance Structure for city circulation
<b>Jan-Mar</b>	City Council Meetings/Planning Commission Meetings	• Present RTIF Governance Structure to local agencies
<b>Mar</b>	STA TAC	• Recommend adoption of Nexus Study and Implementation of RTIF
<b>Apr</b>	STA Board	• Adopt Nexus Study and proceed to Implementation of RTIF (as decided in governance structure discussions)

**Fiscal Impact:**

In addition to staff time to facilitate the policy committee and working group meetings, there is also the cost of the impact fee nexus study. The estimated costs for the STA as the lead agency for the Nexus Study could reach a total of \$300,000 (based on recent consultant contracts for countywide impact fee nexus studies in other counties and STA transit related studies).

**Recommendation:**

Approve the following:

1. RTIF Nexus Study Scope of Work as specified in Attachment B; and
2. Authorize the Executive Director to issue a request for proposal and retain a consultant to conduct a RTIF Nexus Study consistent with the specified scope of work.

Attachments:

- A. STA’s Draft Regional Transportation Impact Fee (RTIF) Feasibility Study: Executive Summary (provided under separate cover).
- B. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work.

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**Solano Regional Transportation Impact Fee Nexus Study**  
**DRAFT Conceptual Scope of Work and Deliverables**  
**10-16-08**

**Tasks:**

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- 8. Nexus and Burden Analysis**
- 9. Committee & Stakeholder Meetings**
- 10. Team Meetings**
- 11. Draft Nexus Study Report**
- 12. Final Report**

**Task 1: Confirm Final Scope of Work and Schedule and Commence Study**

- Conduct a targeted analysis of the factors critical to determine the full scope of work.
- Develop the full scope of work and Final Schedule needed to be performed that would provide a study that meets the STA's objectives and State requirements for an AB-1600 study.
- Confirm a countywide benefit zone for the fee program analysis and fee calculation(s).
- Conduct AB-1600 study upon STAs approval of the scope of work.

**Deliverable:** The results of this Task will be a *Final Scope of Work*.

**Task 2: Define the Project Criteria and Regional Development Impact Fee System Network**

- Confirm the criteria to be used in selection of projects.
- Confirm the proposed countywide regional road and highway network and transit facilities to be further analyzed based on STA and member agency plans and studies including but not limited to the Solano Comprehensive Transportation Plan, Routes of Regional Significance, Draft Jepson Parkway Project EIR/S, I-80-I-680/I-780 Major Investment and Corridor Study, SR 12 Major Investment Study, General Plans and/or Capital Improvement programs.

**Deliverable:** The results of this Task will be a *System Map* depicting the preliminary set of projects to be considered in this study.

**Task 3: Regional Travel Demand Model Analysis and Growth Projections**

- Review methodology, performance standards, and future “no-build” assumptions.
- Run Solano Napa Travel Demand Model to identify growth projections, levels of service, performance deficiencies and identify regional project locations.

**Deliverable:** The results of this Task will be a *System Performance Evaluation* including list of roadway segments and maps depicting existing and future levels of service for projects identified in the System Map.

**Task 4: Formulate Draft Project List**

- Identify proposed improvements based on deficiency analysis results and defined project selection criteria from Task 2.
- Develop Project Cost Estimates.

**Deliverable:** The results of this Task will be a *Draft Project List with estimated costs*.

**Task 5: Travel Demand Model “Select Link” Analysis**

- Conduct select link analysis of specific project locations to identify new trips subject to calculation of fees.
- Optional select link iteration based on stakeholder/local agency and Technical Working Group input.

**Deliverable:** The results of this Task will be a *“Select Link” Analysis*.

**Task 6: Regional Fee Calculation Scenarios**

- Calculate draft fee options based on select link analysis, optional benefit zone structures, and optional fees structures to be evaluated for various land uses.
- Adjust fees based on stakeholder/local agency and Technical Working Group input.

**Deliverable:** The results of this Task will be a report identifying a *Regional Fee Calculation*.

**Task 7: Fee Revenue Estimation**

- Growth forecasts will be used in combination with projected areas of congestion (from Task 3) and the project list (from Task 4) to develop an estimation of overall fee revenues.
- Vested development rights will be evaluated as to the feasibility of levying a regional impact fee on these developments. Previous

contributions and current commitments of these developments towards improving the regional transportation system will be taken into account in determining the feasibility of levying an added fee or establishing credits.

- The extent of vested development in each jurisdiction will be determined based upon discussions with each of the local jurisdiction’s planning director. The local jurisdiction’s attorney will be consulted regarding the legal feasibility of levying any new fees on vested development. Those developments for which a new fee is determined to be infeasible will be subtracted from the total growth forecast for the purpose of computing fee revenues.

**Deliverable:** The results of this Task will be a report identifying the *Fee Revenue Estimation*.

**Task 8: Nexus and Burden Analysis**

The purpose of this task is to allocate the expected unfunded costs of the transportation improvement projects in the draft project list by land use type and jurisdiction type. A portion of each project’s cost must be allocated to the correction of existing deficiencies (if appropriate) and to growth in through trips.

There are four sub-steps required to formulate an equitable allocation of the costs:

- Separate the cost of remedying existing deficiencies from the cost of accommodating growth;
- Give credit to new development for dedications, exactions, special assessments, use fees, existing local transportation impact fees or other in-lieu payments toward its share of new capacity;
- Identify the share of costs and benefits attributable to traffic that neither originates nor has a destination in Solano County, and,
- Distribute the net costs for the projects among different types of development (i.e., residential, retail, office, and industrial) and across geographical areas.

Once the project list is refined (in Task 4) the allocated project costs will be used to construct a fee schedule by jurisdiction and land use type. Recommendations will be provided on different strategies for allocating the fees among residential, retail, and other commercial development, and across geographic boundaries.

A preliminary, proposed fee schedule will then be assessed in terms of its relative economic burden placed upon each local jurisdiction’s residential and commercial development markets. This assessment will be based upon

discussions with planning directors and other local experts on the strength of each jurisdiction's residential and commercial development markets.

**Deliverable:** The end product of this task will be a Technical Memorandum entitled "Nexus and Burden Analysis" which will document the analysis methods, summarized quantification of the nexus and burden, proposed fee schedule, and an assessment of the relative economic burden imposed by the preliminary fee schedule on local residential and commercial markets.

**Task 9: Committee & Stakeholder Meetings**

- Participate in workshops through tasks 1-6 with STA Board, Policy Advisory Committee, Technical Advisory Committee, STA member agencies, and stakeholder groups to present fee program work products, answer questions, and collect feedback. At least twelve (12) meetings are anticipated.

**Deliverable:** This Task will require attendance at *Committee & Stakeholder Meetings*.

**Task 10: Team Meetings**

- Participation in person or by phone in team meetings to review project status and work products. Fifteen (15) meetings are anticipated.

**Deliverable:** This Task will require participation in *Team Meetings*.

**Task 11: Draft Nexus Study Report**

- Based on input from the public workshops and further consultation with STA and participating agencies, prepare draft and final reports including the following topics:
  1. A brief statement of the need for and purpose of a regional transportation impact fee.
  2. A description of the decision making and public input process used to arrive at the recommended fee program.
  3. A brief summary of the state rules and regulations for impact fees and how they have been complied with for the Solano RTIF fee program.
  4. The list of projects, their costs, their implementation schedule, and the rationale and need for including them in the regional transportation impact fee program.
  5. An estimate of the current balance in fee revenues available for these projects.
  6. Estimates of the non-fee revenues that may be available for these projects,

7. Tabulation of the unfunded shortfall that must be covered by impact fees.
8. The estimated growth (after allowing for vested development rights) that would be subject to the fee in each jurisdiction.
9. The nexus analysis allocating the unfunded regional project costs to new development by land use category and justifying the “proportionality” of the fee.
10. An assessment of the ability of the local residential and commercial markets to absorb a fee increase (economic burden analysis).
11. Summary of proposed procedures for collecting, administering and expending fee revenues.
12. Recommended policies for granting exemptions and credits
13. Recommended Strategic Expenditure Plan & Fee Schedule
14. Recommendations regarding financing and cash flow.

**Deliverable:** The results of this Task will be a *Draft Nexus Study Report*.

**Task 12: Final Report**

- Submit a final report and make a formal presentation of AB-1600 study findings and recommendations to the Technical Working Group (TAC) and STA Board.
- Final Report will include a recommended Joint Exercise of Powers Agreement, Operating Agreement and any other appropriate instruments to formally implement the recommended RTIF program by the STA and member agencies.

**Deliverable:** The results of this Task will be a *Final Nexus Study Report*.

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DATE: December 2, 2008  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2009 Legislative Priorities and Platform

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. Legislative updates from STA's legislative consultants are included (Attachments A and B). On January 9, 2008, the STA Board adopted its 2008 Legislative Priorities and Platform to provide policy guidance on transportation legislation and activities during 2008. On February 13, 2008, the STA Board amended the legislative platform to include support for a 55% voter threshold for county transportation infrastructure measures.

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the Legislative Priorities and Platform is developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies, members of the Technical Advisory Committee (TAC) and Consortium, and members of our federal and state legislative delegations for review and comment before adoption by the STA Board.

The Technical Advisory Committee (TAC) and Consortium will review the attached Draft 2009 Legislative Priorities and Platform (Attachment C) and forward to the STA Board their recommendation at the December 17<sup>th</sup> meeting. Staff recommends distributing the Draft document for a 21-day review and comment period. The Final Draft 2009 Legislative Platform and Priorities will be placed on the January 2009 STA Board agenda for consideration of adoption.

Key additions to the draft 2009 legislative platform include an update of federal funding priorities and a renamed section, "Climate Change/Air Quality" to focus on climate change issues.

**Recommendation:**

Release STA's Draft 2009 Legislative Priorities and Platform for a 21-day review and comment period.

**Attachments:**

- A. Shaw/Yoder State Legislative Update
- B. Akin Gump Federal Legislative Update
- C. STA's Draft 2009 Legislative Priorities and Platform

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November 25, 2008

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner  
Gus Khouri, Legislative Advocate  
Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- OCTOBER/NOVEMBER

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**2008-09 Budget Update-Special Session**

On November 6th, the Governor called for the Legislature to convene in Special Session in order to tackle the State's \$11.2 billion deficit that had matriculated since the 2008-09 State Budget was signed on September 23rd. The 2009-10 budget deficit was projected to be near \$13 billion. As a result, the Governor released a document referred to by many as the "November Revise", which provides additional revenue enhancements and cuts to address the shortfall. The deficit has deepened since the release of that document late last week.

The Legislative Analyst's Office (LAO) subsequently published a report on November 11<sup>th</sup> which states that the budget shortfall is estimated to be \$27.8 billion over the next 20 months. Furthermore, the LAO went on to mention that the state's revenue collapse is so dramatic and the underlying economic factors are so weak that the forecast is for huge budget shortfalls through 2013-14, absent corrective action. From 2010-11 through 2013-14, a projected annual shortfall in the range of \$22 billion is expected.

It is uncertain whether the Legislature will propose any solutions in part or whole prior to the new class being sworn in on December 1st. Session is scheduled in both houses for Sunday, November 23<sup>rd</sup> but that appears to be tentative as many members are reportedly out of the country on educational trips abroad.

**November Revise Decimates Transit Funding**

The Governor's "November Revise" proposes to slash the State Transit Assistance (STA) program by \$230 million - reducing it from the \$306 million as signed into law on September 23rd to \$76 million - a 75 percent reduction from the September allotment. The \$306 million originally appropriated consisted of approximately \$215 million in Proposition 42 revenues.

While Proposition 42 is not proposed to be suspended, the administration does propose new legislation to divert those revenues, along with \$15 million in additional "base" funding, to the Mass Transportation Fund to pay for bond debt service (\$169 million) and the home-to-school program (\$61 million). This is on top of the \$1.67 billion that was diverted from the Public Transportation Account in the 2008-09 Budget Act as signed on September 23rd. The administration cites the drop in spillover revenues as necessitating the additional diversion of this critical revenue source, which is used for operations and capital expenditures by transit operators.

**STA recipients were told that the first quarter allocations would be the only payments that they would receive for the rest of the year. In addition, the administration calls for the elimination of funding to the STA program for the 2009-10 fiscal year and beyond.**

The Governor's budget proposal does accelerate \$800 million in capital project funding made available through the Public Transportation Modernization, Improvement and Service Enhancement Account within Proposition 1B, which is on top of the \$350 million currently provided in the 2008-09 Budget Act. Eliminating the STA program which provides critical operating funds, however, will make it difficult to maintain existing service, let alone accommodate increasing ridership demands as a result of the new system capacity.

In a last ditch effort, both the Senate and Assembly met and attempted to address the fiscal crisis on Tuesday, November 25<sup>th</sup> yet neither body was successful in passing a proposal. While both houses did not propose to eliminate the STA program, the Senate did propose to reduce the 2008-09 STA level by an undisclosed amount. The current class is not expected to meet again prior to the adjournment of Session on November 30<sup>th</sup>. Therefore, it will be the responsibility of the 2009-10 class of legislators, who will be sworn in on December 1<sup>st</sup>, to address the state's budget deficit. The Governor is expected to call for yet another Special Session on December 1<sup>st</sup>.

Your legislative advocacy team worked with STA staff and prepared two letters-one addressed and delivered to the current class and the other pending delivery to the incoming class- signed by STA Board Chair Jim Sperring which opposes the elimination of the STA program and the reduction of the 2008-09 funding level for the program as well.

**AKIN GUMP  
STRAUSS HAUER & FELD LLP**

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**Attorneys at Law****MEMORANDUM**

November 25, 2008

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** October/November Report

Congress was in session from September 8 through October 3 during which time it passed a continuing resolution that funds most federal departments, including the Department of Transportation, through March 6, 2009 as well as legislation that authorizes a \$700 billion bailout of the country's financial services sector. Congress recessed until after the elections and returned last week for organizational meetings. Congress may return in December to consider legislation that would provide financial assistance to the U.S. automobile manufacturers, but the automobile manufacturers still must develop a proposal and convince Congress to move forward.

**I. SAFETEA-LU Reauthorization and Appropriations**

We have worked with STA staff to develop federal priorities for the SAFETEA-LU reauthorization bill and fiscal year 2010 appropriations. STA staff met with Paul Schmid of Rep. Tauscher's staff and briefed him on STA's priority projects. Susan Lent followed up with Paul and received positive feedback regarding STA priorities and strategy for pursuing funding. STA staff is also reaching out to other members of the STA congressional delegation and Susan Lent will follow up to determine their reaction to funding requests. STA staff is now drafting their legislative platform and Susan Lent will participate in the STA Board meeting on December 10 where the Board considers the platform.

We also have identified February 4 and 5, 2009 as the dates that STA Board members and staff will meet with members of Congress in Washington regarding SAFETEA-LU reauthorization and appropriations.

**II. November Elections**

The Democrats increased their majority by more than 20 seats in the House of Representatives (256-174) and 6 seats in the Senate (56-40, 2 Independents, 2 undetermined) as a result of the November elections. The increased Democratic majorities in Congress coupled with Barack Obama's election, means that states and local governments likely will receive increased federal funding for infrastructure.

We do not anticipate major changes in the leadership of the House and Senate authorizing committees with jurisdiction over highways and public transportation in the 111<sup>th</sup> Congress, which will convene in January. Chairman Jim Oberstar (D-MN) and Ranking Republican John

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Attorneys at Law

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Mica (R-FL) will continue to lead the House Transportation and Infrastructure Committee. Chairman Pete DeFazio (D-OR) and Ranking Republican John Duncan (R-TN) will lead the Highway and Transit Subcommittee. Sen. Christopher Dodd (D-CT) will maintain the chairmanship of the Senate Banking Committee with Sen. Richard Shelby (R-AL) as ranking member.

Sen. Barbara Boxer (D-CA) will have a large voice in the 111<sup>th</sup> Congress from her purview as chair of the Senate Committee on Environment and Public Works, which has jurisdiction over much of the highway bill reauthorization and the climate change legislation. Other key members on that panel will include Sen. Jim Inhofe (R-OK), the Committee's Ranking Republican, Sen. Max Baucus (D-MT), the Chairman of the Transportation and Infrastructure Subcommittee, and Sen. Johnny Isakson (R-GA), the Subcommittee's Ranking Republican. Senate Subcommittee membership has not been finalized and Sen. Voinovich (R-OH) could replace Sen. Isakson as the ranking member.

Sen. Robert Byrd (D-WV) announced on November 7 that he would step down as the Chairman of the Senate Appropriations Committee. He will be replaced by Sen. Daniel Inouye (D-HI), who will give up the chair of the Commerce Committee to take over the Appropriation Committee's gavel. Sen. Thad Cochran (R-MS) is expected to continue to serve as the Ranking Republican. Sen. Patty Murray (D-WA) will likely remain as chairman of the Transportation, Housing and Urban Development Subcommittee. It seems likely that Sen. Christopher Bond (R-MO) will return as ranking member, but there are at least three open ranking member positions on the Appropriations Committee due to retirements and Sen. Ted Steven's (R-AK) defeat (Defense, Energy & Water, and Interior). This could lead to some reorganization on the Republican side.

There are not expected to be any changes in the Democratic leadership of the House Appropriations Committee. Chairman David Obey (D-WI) will retain the chairmanship of the full Committee and Rep. John Olver (D-MA) is expected to continue as the chairman of the Transportation, Housing and Urban Development Subcommittee. Rep. John Lewis (R-CA) will be the Ranking Minority Member of the full Committee, however, the defeat of Rep. Knollenberg (R-MI) leaves open the question of who will serve as Ranking Member on the Transportation Subcommittee.

Committee assignments will be finalized during the week of January 6.

November 25, 2008

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### III. Economic Stimulus

President-elect Barack Obama supports quick passage of an economic stimulus bill that provides funding for infrastructure, including highway, transit, and airports. Prior to the election, the House and Senate attempted to move economic stimulus legislation. The House passed *The Job Creation and Unemployment Act* (H.R. 7110) a \$60 billion bill that would have funded infrastructure projects that could be under contract within 120 days. It included \$12.8 billion for highway projects, \$3.6 billion for transit capital assistance grants, \$1 billion for transit energy assistance grants, \$5 billion for water infrastructure, \$600 million for airports, and \$500 million for passenger rail. The Senate introduced its own \$56 billion bill, but fell eight votes short of the 60 votes needed to bring the bill to a final vote before Congress adjourned for the elections.

The House and Senate Democratic leadership expressed an interest in moving an economic stimulus bill during the week of November 17, when Congress was in session, but with a looming veto threat from the White House and plans for a filibuster in the Senate, House and Senate Democrats decided to wait until January rather than consider the legislation this year.

Although the House and Senate have not finalized their economic stimulus bills, they likely will include funding for highway, public transportation and aviation infrastructure. House Speaker Nancy Pelosi (D-CA) had stated her intent to move a bill that provided about \$150 billion in spending. On November 18, the Senate Appropriations Committee released its latest proposal, which included \$10 billion for highways, \$500 million for airports, \$400 million for intercity passenger rail and \$60 million for ferries. Public transit agencies would receive \$2.5 billion in formula grants with the Transportation Secretary instructed to take measures to ensure that transit agencies receive at least \$100,000. The bill requires that grant recipients obligate the funds within 180 days of the bill's enactment. Transit agencies may use the funds for operating costs if the transit agency is able to demonstrate that the spending is necessary to maintain existing services or expand service due to increased ridership. No local match is required.

On November 22, President-elect Obama announced that he is drafting a bill that would create about 2.5 million jobs over 2 years. He has not released any details of the legislation, but economists estimate that the package must be more than \$200 billion to generate that type of growth. The President-elect stated that the bill will be a "down payment" on the reform that he will bring to Washington by rebuilding roads and bridges, modernizing schools, building wind farms and adopting other energy efficient technologies. Congress is expected to act early in January to have the bill on the new President's desk shortly after his inauguration on January 20.

### IV. Fiscal Year 2009 Appropriations

Congress passed a \$600 billion continuing resolution to fund most federal programs through March 6, 2009 largely at fiscal year 2008 funding levels, including the Department of Transportation. Like the stimulus package, the House and Senate Democratic Leadership is currently working on an omnibus spending bill and hopes to have the bill passed and awaiting

November 25, 2008

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the President's signature when he is sworn-in. The bill is expected to boost federal spending by at least \$24.5 billion above the level recommended by the Bush Administration (\$991.6 billion).

#### V. Rail Safety/Amtrak Funding

On October 1, the Senate passed *The Rail Safety Improvement Act of 2008* (H.R. 2095), by a vote of 74-24, sending the bill to the President's desk. The House approved the bill by voice vote on September 24. The support for the bill in the House and Senate convinced the President to sign the bill over objections that it lacked "meaningful" reform of Amtrak management, and contained Davis-Bacon Act provisions, which require federal contractors to pay their employees prevailing wages.

The rail safety provisions of the bill mandate installation of positive train control (PTC) technology on rail main lines by 2015, authorize \$250 million in federal grants for the installation, and expand the federal loan guarantee program for PTC. The bill authorized \$13.06 billion over five years for Amtrak, including \$2.95 billion for operations and \$5.31 billion for capital expenses, \$1.9 billion for intercity passenger rail and \$1.5 billion for high-speed rail routes. The bill also allows private companies to compete to provide high-speed service in eleven corridors, starting with the Northeast Corridor. The Federal Railroad Administration intends to issue a request for proposals on this provision before December 15, 2008.



## Solano Transportation Authority DRAFT 2009 Legislative Priorities and Platform

*(For STA Board Consideration on 12/10/08)*

### LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
  - A. Economic Stimulus
    1. McGary Road
    2. State Park Road Overcrossing – Benicia
    3. Rehabilitation Projects
  - B. SAFETEA-LU Reauthorization
    1. I-80/I-680/SR 12 Interchange
    2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    3. Fairfield/Vacaville Train Station
  - C. Appropriations
    1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    2. Vallejo Intermodal Station
    3. Fairfield/Vacaville Train Station
    4. Alternative Fuel Bus Replacement
    5. Vacaville Intermodal Station (Phase 2)
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
7. Participate in development of follow-up legislation to SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming goals and transportation needs. Include extended exemptions for projects funded by local sales tax measures from SB 375 provisions.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
10. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency.
11. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.

**Draft 2009 STA Legislative Priorities and Platform**  
*(For STA Board Consideration on 12/10/08)*

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12. Support federal and state legislation framed by California Consensus Principles\* that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

*\*California Consensus Principles are included as Attachment A.*

**LEGISLATIVE PLATFORM**

**I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)**

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
4. Support legislation that increases employers' opportunities to offer commute incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

**II. Climate Change/Air Quality**

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. *(Priority #6)*
3. Participate in development of follow-up legislation to SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming goals and transportation needs. Include extended exemptions for projects funded by local sales tax measures from SB 375 provisions. *(Priority #7)*
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

**Draft 2009 STA Legislative Priorities and Platform**  
*(For STA Board Consideration on 12/10/08)*

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5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. *(Priority #8)*
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.

**III. Congestion Management**

1. Monitor administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

**IV. Employee Relations**

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

**V. Environmental**

1. Monitor legislative and regulatory proposals related to the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

**Draft 2009 STA Legislative Priorities and Platform**  
*(For STA Board Consideration on 12/10/08)*

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2. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
3. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

**VI. Ferry**

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Monitor implementation of SB 1063 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure current level of service directly between Vallejo and San Francisco.

**VII. Funding**

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation. *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
7. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency. *(Priority #10)*

**Draft 2009 STA Legislative Priorities and Platform**  
*(For STA Board Consideration on 12/10/08)*

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8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
11. Ensure that fees collected for the use of High Occupancy Toll (HOT) lanes are spent to improve operations and mobility for the corridor in which they originate.
12. Support federal and state legislation framed by California Consensus Principles (Att. A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #12)*
13. Support ongoing efforts to protect and enhance federal funding as reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
14. Participate in efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Att. A), focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2009.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
17. Monitor the distribution of state transportation demand management funding.
18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. *(Priority #4)*
19. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

Draft 2009 STA Legislative Priorities and Platform  
(For STA Board Consideration on 12/10/08)

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VIII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IX. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

X. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

XI. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

**Draft 2009 STA Legislative Priorities and Platform**  
*(For STA Board Consideration on 12/10/08)*

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5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Monitor the implementation of the High Speed Rail project.

**XII. Safety**

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.

**XIII. Transit**

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large Urbanized Areas (UZAs).
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority # 11)*

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# California Alliance for Leadership in Mobility

## California Consensus on Federal Transportation Authorization for 2009

In 2008, Congress will have an opportunity to pass legislation that can meaningfully affect the concerns Americans care about most. The economy and jobs, national security, energy policy, gas prices, environmental stewardship and climate change. That opportunity is Congressional action on new transportation legislation.

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, transportation officials from across California have united on a basic set of principles that we ask our delegation in Washington D.C. to consider in the upcoming debate on a future of this nation's transportation policies.

Above all, we urge California's Congressional Delegation to be bold and set forth a new and comprehensive agenda to meet the needs of everyday Americans on the issues that affect their daily lives.

Five decades ago, Congress created an age of prosperity while also meeting the national defense and security interest at that time when it approved the Interstate Highway System, the largest and most effective public works project in the history of the world. With the Interstate system now substantially completed, and with new challenges facing America, its time again for bold action to create a new era in America.

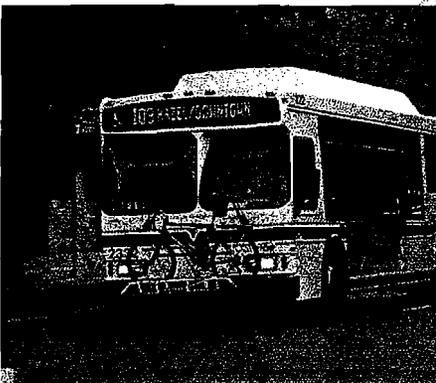
California urges Congress to pass comprehensive legislation that reinforces the strong federal role and outlines a clear strategic vision to guide transportation policy making at the national level that focuses on these major themes:

- Restoring our neglected infrastructure to a good state of repair.
- Ensuring efficient goods movement, particularly at global gateways, as a national economic priority.

- Establishing reliable mobility within and between congested metropolitan areas.
- Appropriate pricing of certain transportation facilities is encouraged.
- All citizens have efficient travel options - from cities to small town to rural areas.
- A balanced national system of roads, rails and public transit as a national priority.
- Safety is assured; a reduction of highway injuries and fatalities and appropriate security on our nation's public transit systems.
- A national transportation policy that integrates climate change and renewed environmental stewardship.
- Rational and streamlined regulatory policies prevail.

California has invested heavily at the state and local level in a transportation system is responsible for benefits that ripple throughout the economies of every other state in the nation. Over 40 percent of containers moving into and out of America use California's highways, railroads, ports and airports. With 12 percent of the nation's population, California is responsible for almost 14 percent of nation's Gross Domestic Product.

However, California cannot do it alone. We urge Congress to enact visionary legislation, with a bold funding plan that meets the challenges of today. The federal Highway Trust Fund is barely solvent enough to fund currently authorized funding levels. And the National Surface Transportation Policy and Revenue Study Commission has reported that the nation faces a \$140 B annual investment shortfall to maintain existing transportation assets and expand our road and transit systems to handle future growth. If we want a better transportation system, we are going to have to pay for it. That's what our grandparents and parents did for us in building the Interstate system. We owe our children and grandchildren no less.



# California Alliance for

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

## **1. Ensure the financial integrity of the Highway and Transit Trust Funds.**

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

## **2. Rebuild and maintain transportation infrastructure in a good state of repair.**

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

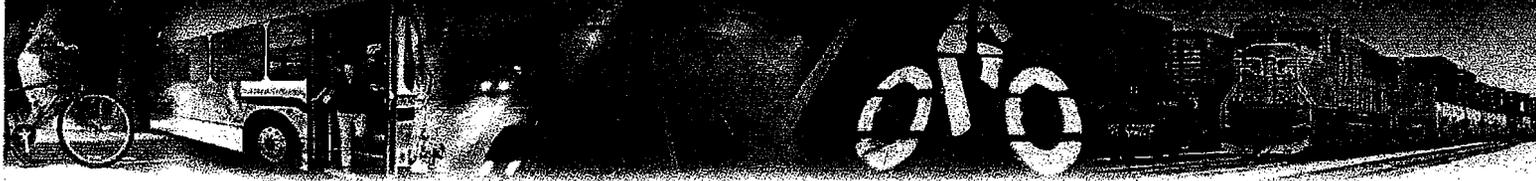
- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

## **3. Establish goods movement, as a national economic priority.**

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

# Leadership in Mobility



## **4. Enhance mobility through congestion relief within and between metropolitan areas.**

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

## **5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.**

California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, and road sharing – through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

## **6. Strengthen comprehensive environmental stewardship.**

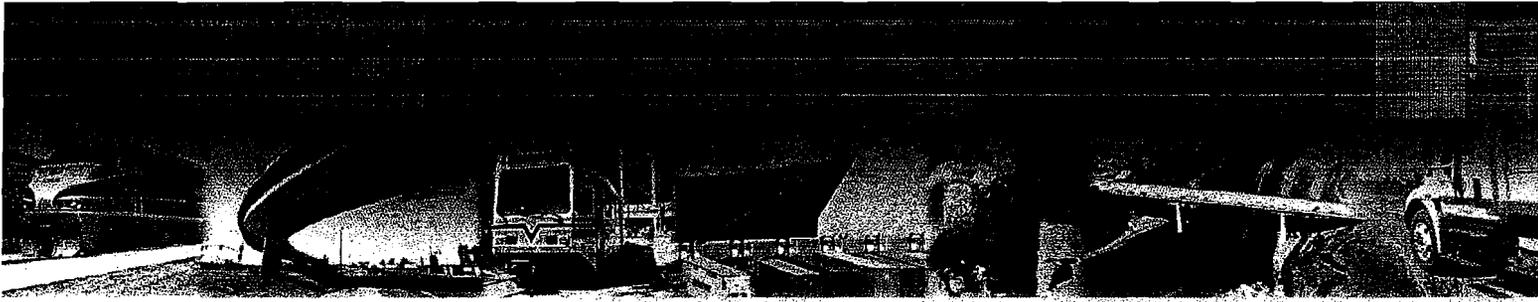
Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.

## **7. Streamline project delivery.**

Extended processing time for environmental clearances, federal permits and reviews, adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for National Environmental Policy Act, air quality conformity, and transit projects.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.



**These principles are endorsed by the following members of the California Alliance for Leadership in Mobility**



DATE: December 1, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Measure 2 (RM 2) Projects Update

**Background:**

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for all Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds, these are:

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. The priority is given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.

(14) Capital Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capital Corridor Joint Powers Authority and the Solano Transportation Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for

park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.

**Discussion:**

In an effort to monitor the RM 2 capital program for STA sponsored projects, STA staff has met with most of the Solano County sponsors to get an update on the status to the projects, major issues, and schedule for each Phase.

The specific status and next steps for the Solano County projects are as follows:

*Vallejo Ferry Intermodal Station (Total Project Cost \$99,000,000 - RM 2 Funding \$28,000,000)*

The Vallejo Station Project will consist of a Multimodal transportation facility and privately funded transit-oriented residential and commercial improvements. The Vallejo Station Project will improve pedestrian, automobile, and public transportation access to the Vallejo Ferry Terminal, Vallejo Bus Transit Center, and Vallejo downtown areas. The focus of the project is to provide pedestrian access between the Ferry Terminal, the proposed Vallejo Station Ferry Parking Garage (1,200-space Parking Structure (public portion)), the proposed local Bus Transfer Center, the regional bus turnouts on Mare Island Way, and the downtown area. The Vallejo Station Project also includes public open spaces and pedestrian walkway enhancements. Overall, the Vallejo Station Project will provide Multimodal bus and ferry connections, with a pedestrian connection to Downtown and the Waterfront to the north and south.

On October 30<sup>th</sup>, 2007 the City executed a contract with DMJM Harris for design services for the Vallejo Transit Center portion of the project. Design on this portion of the project is currently at 20% with an anticipated complete date of December 12, 2008.

A design contract was executed with Watry Design on November 13, 2007 for design of the parking structure and streetscape improvements. Design is approaching the end of the schematic stage with an anticipated overall completion date of March 27, 2009

Right-of-Way phase has begun with construction expected to begin as soon as early 2009.

*Vallejo Curtola Transit Center (RM 2 Funding \$11,750,000)*

The Transit Center at Curtola project was identified as a mid-term project for implementation in the 2004 I-80/I-680/I-780 Major Investment Study (MIS)/Corridor Study. The existing facility does not have sufficient capacity to meet current demand, let alone future demand and the current layout of the park ride lot is inefficient. The

MIS/Corridor Study completed by the STA in 2004 recommended construction of a 1,200-space parking structure on the west end of the site and consolidation of the bus loading and unloading facilities to the eastern end of the site. The report suggested improved driveway access as well as a new traffic signal be installed on Curtola Parkway to improve access and allow buses destined for downtown Vallejo direct access to Curtola Parkway. Relocation of the bus loading facilities to the eastern end of the site should enhance pedestrian accessibility and increase visibility. The transit center element of the project is intended to serve both Greyhound buses, which can have long wait times, and intercity express buses, which generally stop only long enough to load and unload passengers. Facilities to allow prepayment of fares will need to be considered for this high passenger-activity location to improve the efficiency of the operation.

Implementation of the project will need to be phased as funding for the project becomes available. The parking structure will need to be designed and construction sequenced to minimize parking loss during construction. Access to the adjacent PG&E yard must be maintained. Locations for temporary replacement parking during construction of the garage will need to be identified and evaluated. One possible site is the south side of Curtola parkway at Sonoma Boulevard.

*Benicia Intermodal Facility (RM 2 Funding \$3,000,000)*

Recently the City of Benicia has moved in a new direction with regard to the scope of the projects for this funding. The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The scope consists of:

Benicia Downtown Intermodal Transfer Center - A regional bus stop and park-n-ride facility at Military and First St. This will consist of new bus stop/street improvements along the 100 block of Military West, new parking facilities along the 100 block of West K St and intersection/traffic calming improvements along First St. between Military and West K St. Preliminary estimate is \$1.5M to \$2.5M.

West Benicia Intermodal Park-n-Ride - A regional bus stop and park-n-ride facility at Military West/Southampton Road. This will consist of a new park-n-ride facility improvements (paving, landscaping, lighting, access) within the property at the northeast corner of Military West/Southampton Road. Preliminary estimate is \$1M to \$2M.

Currently, the time schedule for implementation on both of these facilities is:

- ✓ 12 months for public input, environmental review and preliminary design approval
- ✓ 6 to 9 months for final design preparation
- ✓ 6 to 12 months for construction

*Benicia Park and Ride (RM 2 Funding \$1,250,000)*

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, is advertising for construction bids. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No activity on this project.

*Fairfield Transportation Center (Total Project Cost \$20,000,000 - RM 2 Funding \$7,750,000)*

The City of Fairfield certified the environmental document the week of September 15, 2008. The City is moving forward with design of the facility. Currently the facility is not fully funded.

*Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$40,000,000 - RM 2 Funding \$20,996,000)*

The City of Fairfield has reaffirmed the location of the facility to be at the Peabody/Vanden intersection. The City is expecting to release the draft environmental document for public comment at the end of this year.

On December 1, 2008, MTC announced an additional \$9 million bridge toll commitment to the project to provide full funding (Attachment B).

*Vacaville Intermodal Station Phase 1 (Total Project Cost \$12,200,000 - RM 2 Funding \$7,250,000)*

With a recent additional contribution of Congestion Mitigation Air Quality (CMAQ) funds to the project, this phase is fully funded. The total CMAQ funds for the project are \$3,028,000. Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, which is currently unfunded, envisions a 400-space parking garage. The City is pursuing the purchase of a site south of Interstate 80 located to the east of Allison Drive, between Nut Tree Parkway and Ulatis Drive, owned by CCC Associates. Communications with the landowner are on-going to establish a mutually beneficial property trade that would be based on fair market value prices. This past quarter, staff continued to work with Area West to obtain environmental clearance of the project in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). A topographic survey of the site was completed and staff began preliminary design. Staff received proposals for the architectural design of the bus shelter and entry features, and is currently negotiating with the architectural firms. Staff has retained the services of a landscape architect for the project. Construction is expected to begin in mid 2009 for the Phase 1 Project.

On November 12, 2008 MTC's Programming and Allocations Committee included an informational item regarding the RM 2 implementation status. Solano County Express Bus Intermodal Facilities was being presented as "At Risk" and the Regional Express Bus North project category was being presented as "Unallocated". Four of the RM 2 Intermodal projects in the county are not fully funded. The two Benicia Projects have not yet begun any engineering work. With the four projects not fully funded, staff will be seeking to develop an Implementation Plan with the partnership of the local project sponsors. While the RM 2 legislation does not have required implementation deadlines for the projects, and STA and MTC are strongly encouraging the project sponsors and recipients to implement the planned projects for the public benefit. The as part of the development of the Implementation Plan, a consideration of overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project and reality of funding for any outstanding funding

needs of the project will be made. Once developed, this Plan would be presented to MTC for any required follow-up actions.

**Recommendation:**

Informational.

Attachment:

- A. November 12, 2008 MTC's Programming and Allocations Committee RM 2 Status
- B. MTC December 1, 2008 News Release regarding \$9 million in RM 2 Funding for Phase 1 of Fairfield/Vacaville Rail Station

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**Metropolitan Transportation Commission  
Programming and Allocations Committee**

November 12, 2008

Item Number 3b

**Regional Measure 2: Capital Program Monitoring Update**

**Subject:** Regional Measure 2 Capital Program Update

**Background:** Staff's scheduled semi-annual presentation to the Committee on the progress of the capital projects in the Regional Measure 2 program is attached. The capital program is the focus of this month's report. The operating program is reported on an annual basis and the operating program update for FY 2007-08 activities was presented to the Committee last month.

Regional Measure 2 was passed in March of 2004 and the Commission began allocating funds in July 2004. Since then, MTC has approved over \$665 million in capital allocations.

While projects are generally better defined and more projects are moving into construction, there are a significant number of 'At Risk' or 'High Risk' projects. 'At Risk' is defined as having either a budget, scope, or schedule challenge while 'High Risk' is defined as having several challenges. The attached slides provide additional detail on the more critical project issues.

General assessment of the program includes:

- More projects are in construction or near completion; other projects face significant cost and schedule risks. MTC staff continues to work with sponsors.
- Projects and monitoring efforts are becoming more complex as projects advance.
- Variable/unpredictable bid climate is affecting projects with savings on some projects and increases on others.
- Reimbursements are accelerating, but are still slow.

**Issues:** None.

**Recommendation:** Information.

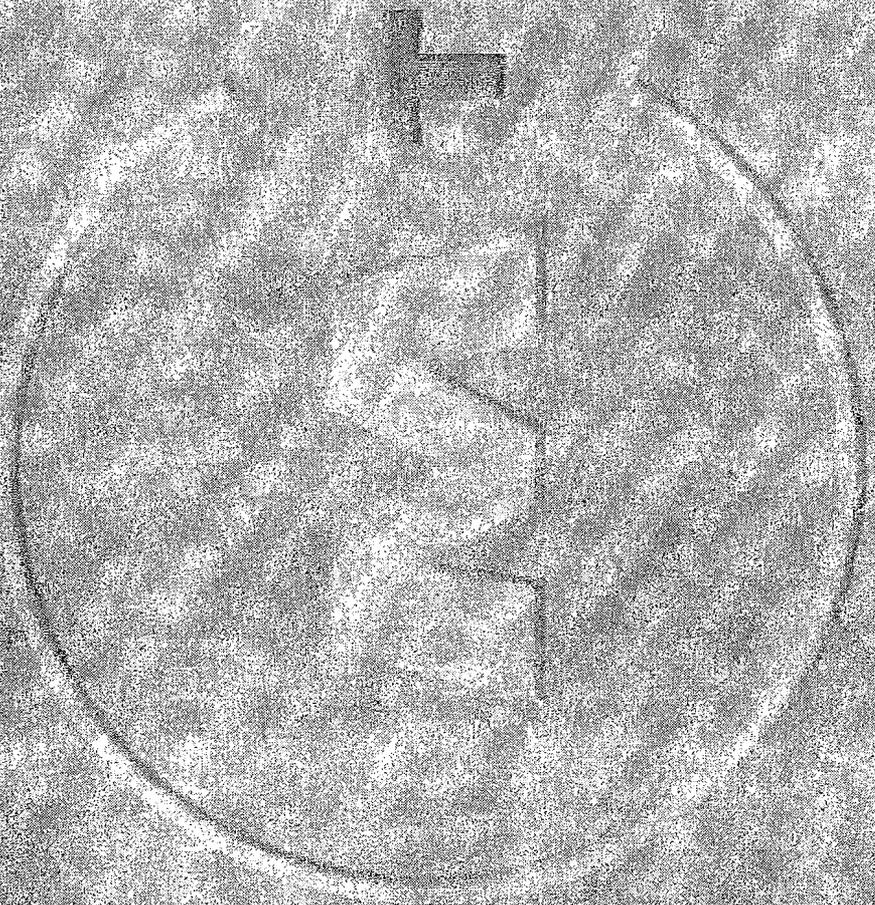
**Attachments:** RM2 Project Status Summary  
Presentation Slides



# **Regional Measure 2: Capital Program Update**

**November 12, 2008**

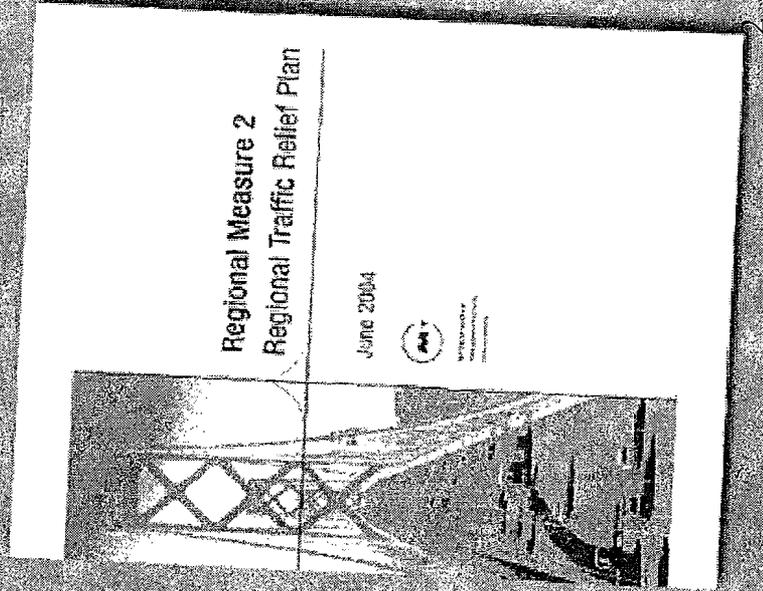
**Programming and Allocations**



METROPOLITAN TRANSPORTATION COMMISSION

# Program Overview

- Passed by Voters in March 2004
- Began Allocating July 2004 - capital and operating program
  - Capital Semi-Annual Reporting
  - Operating Annual Reporting
- 4 years since first allocations



# Revenue Update

Revenues	
Actual FY 2004-05	\$ 107 million*
Actual FY 2005-06	\$ 121 million
Actual FY 2006-07	\$ 117 million
Actual FY 2007-08	<u>\$ 114 million</u>
<b>Total Revenues</b>	<b>\$ 459 million</b>

FY 2006-07 & 2007-08

revenues are lower

because of:

- 1) Slowing economy
- 2) Increasing gas prices
- 3) Uncollected violations

\* FY 2004-05 revenues are lower because of reimbursement to counties for administration costs & 4-month discount for FasTrak customers.

# Capital Program: Allocation Summary

- 37 Projects in Statute, \$1.5 billion program
- Allocations through June 2008: \$665 million
- Approx 45% of program allocated

Project Phase	No. of Allocations	Amount	
		(\$ millions)	Percentage
PA/ED or Study	60	\$ 178	27%
Design	25	\$ 130	19%
Right-of-way	10	\$ 72	11%
Construction	49	\$ 285	43%
Total	128	\$ 665	100%

# Capital Program Progress: Reimbursements to Sponsors

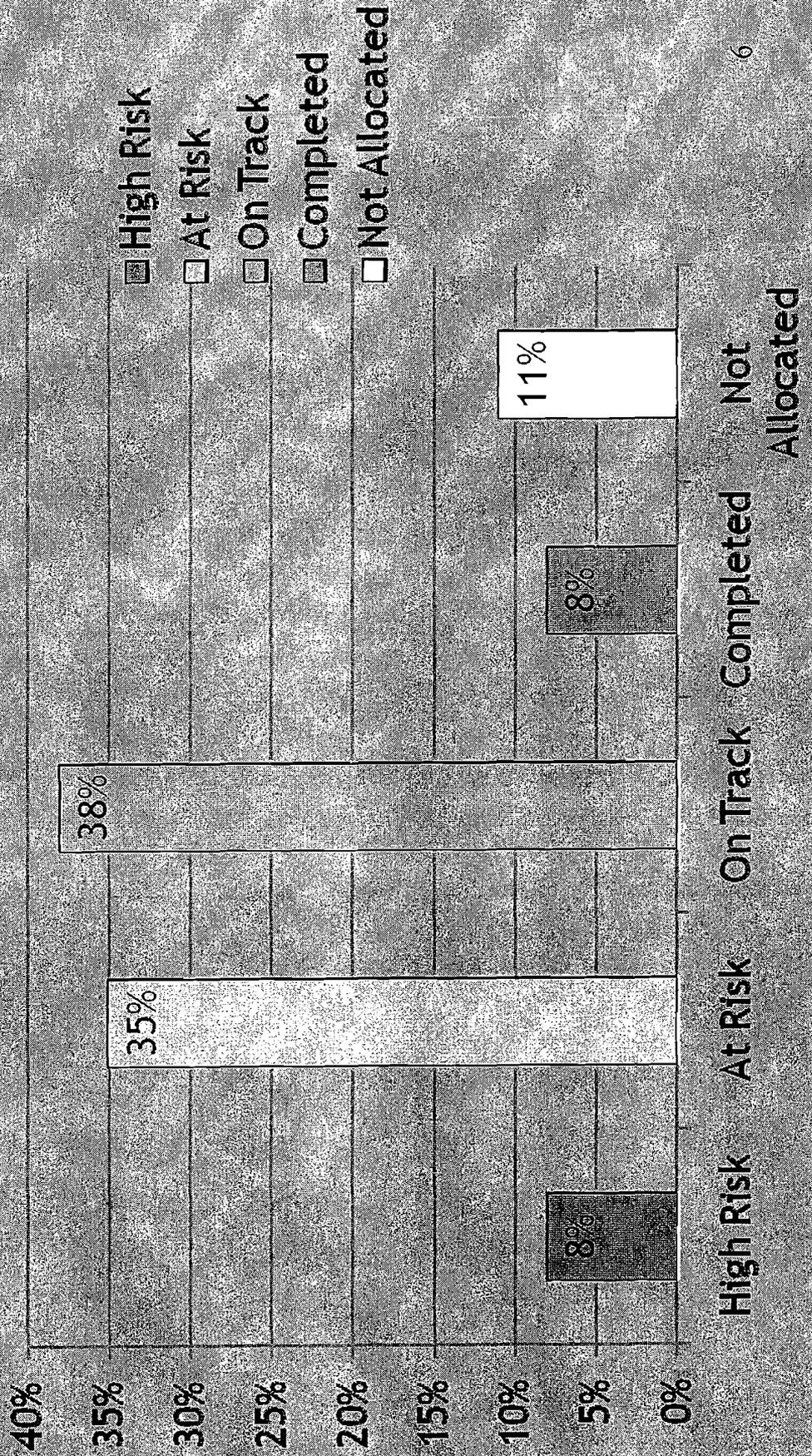
Reimbursements Through June 2008:  
\$336 million (50% of allocated funds)



# Project Progress

## Semi-Annual Report Findings:

## Budget/Schedule Status

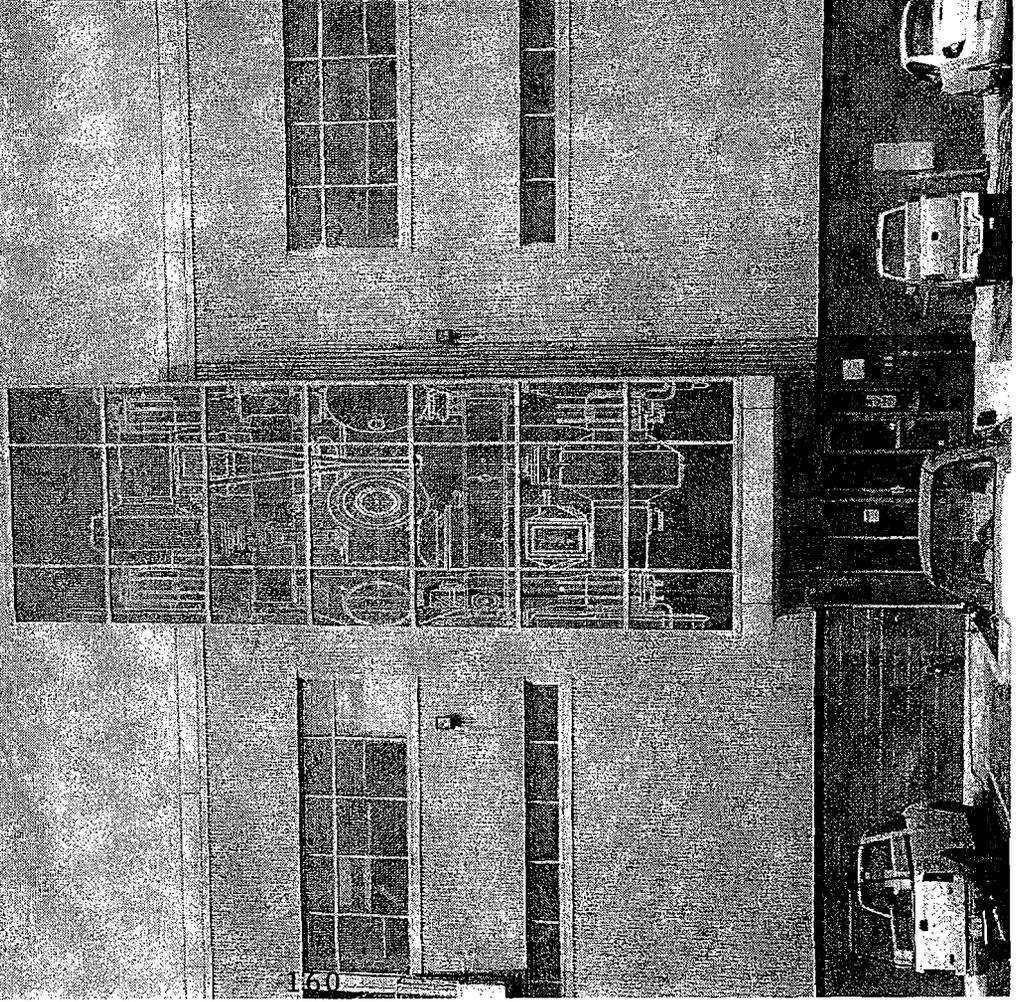


# Projects: Completed

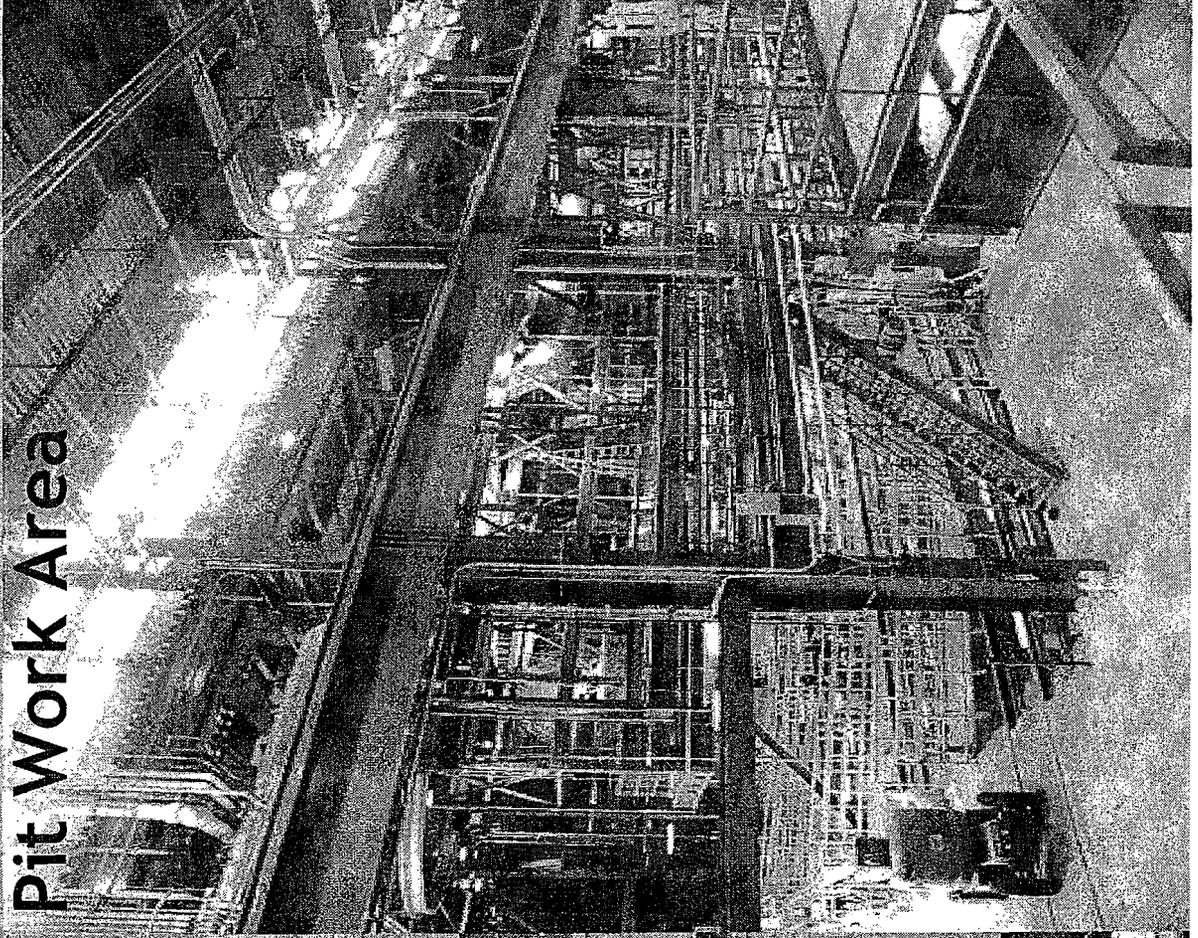
- Express Bus South - Construction of HOV lane on SR 84 from I-880
- Muni Metro East Maintenance Facility
- Safe Routes to Transit -
  - El Cerrito/Albany Ohlone Greenway Safety Project - Pedestrian Bike Crossing
  - MacArthur BART Station Bicycle Access (Phase 1)
  - Santa Clara Transit Center

# Muni Metro East Maintenance Facility

Maintenance Staff  
Entrance



Pit Work Area





# Projects: On Track

## *Nearing Completion -*

AC Transit Enhanced Bus Uptown Transit Center

Real Time Transit - AC Transit Scheduling; Signage at Berkeley BART

WETA Spare Vessels

# Projects: On Track

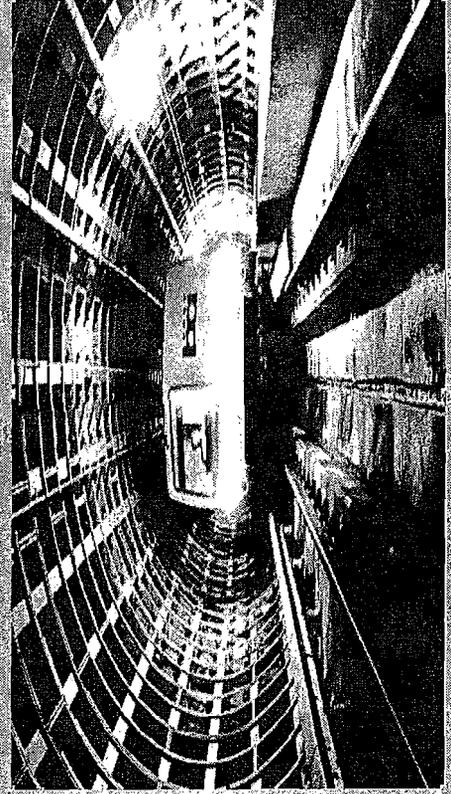
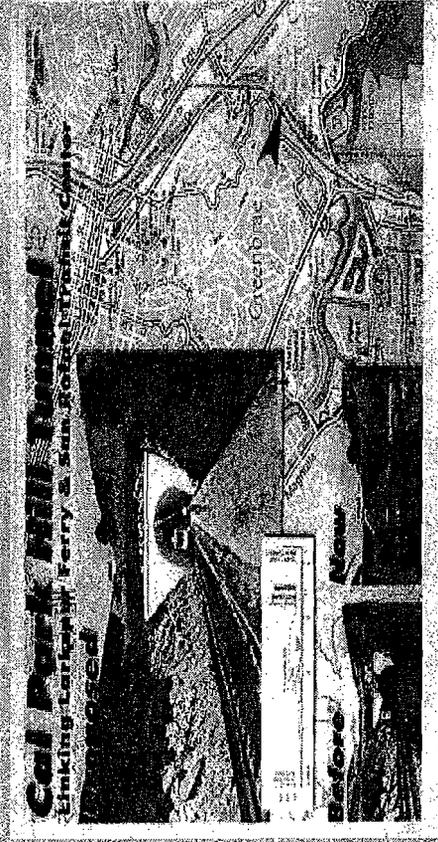
## Beginning Construction -

BART Tube Seismic Strengthening

Cal Park Hill Tunnel

Capitol Corridor - Bahia Benicia Crossover Project

Real Time Transit- Installation of real time display units for Muni, AC Transit & WestCAT vehicles



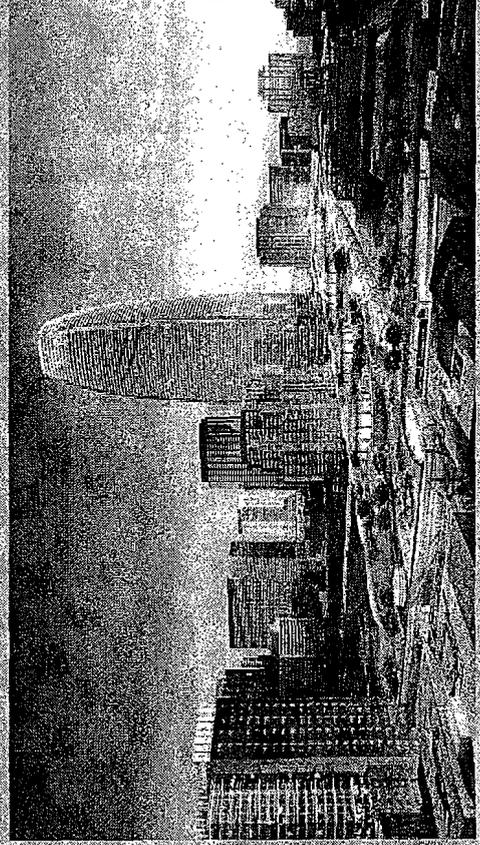
# Projects: On Track

## *Nearing Construction/Implementation -*

Caldecott Tunnel - Advanced Construction Contracts

Transbay Terminal - Temporary Terminal

WETA Transition with Vallejo and Alameda



# Projects: At Risk

## E-BART:

- Draft EIR being circulated
- Potential project options under discussion:
  - Station Access Improvements
  - Provisions of Maintenance Facility
  - Construction of Hillcrest Station north of SR4
  - Construction completion date depends on success of staging strategy



# Projects: At Risk

## US 101 Greenbrae Interchange:

- Project requiring extensive public input
- Environmental clearance missed RM2 deadline, letter sent to sponsor to request plan of action.
- Cost likely to increase, insufficient funding to implement entire project
- General consensus on phased project approach
- Programmatic & project level ENV document to begin in 2009.

# Projects: At Risk

## WETA: Commute Ferry Service for South San

### Francisco:

- Timing of San Mateo Measure A fund availability is uncertain
- Project also impacted by the lack of a lease between WETA & San Mateo Harbor District.
- Construction season is constrained by potential biological impacts.
- Completion date delayed to at least Dec 2009.

# Projects: At Risk

## BART Warm Springs Extension:

- Significant delay incurred
- Project fully funded via MTC Resolution 3434 Strategic Plan
- Bid for the “Subway Box” construction expected to be released in spring of 2009
- Project timeline depends on outcome of Nov 4<sup>th</sup> Santa Clara County Measure B vote

# Projects: At Risk

## TransLink®

### • BART TVM Integration -

- BART portion of TVM project is delayed.
- Concerns with potential delay claims and project costs

### • Golden Gate Ferry Fare Gate -

- Current project scope exceeds available funding
- Scope of project will be reexamined
- Infrastructure, connectivity, and TransLink® integration issues still need to be resolved.

### • Consortium Information Management System -

- Project behind schedule and completion date not yet updated.

# Projects: At Risk

## Solano County Express Bus Intermodal Facilities:

- Project costs continue to increase on the subprojects
- Projects are behind schedule
- Insufficient money to fund fully all four subprojects

# Projects: High Risk

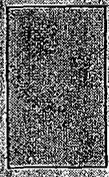
## Oakland Airport Connector:

- Public private partnership procurement approach under negotiation for last 2 years
- Recent fall off in passenger traffic at the Oakland International Airport
- Costs higher than available funding
- BART let bid lapse in October
- BART working closely with funding partners and advisors to develop a viable alternative financial and technical plan

# Projects: High Risk

## Dumbarton Commuter Rail Service:

- Project underfunded by approximately \$300 million
- Project schedule impacted by a delay in obtaining concurrence with FTA regarding inputs to ridership model
- Difficulty in reaching an agreement with UPRR on ROW issues.
- Project likely to follow a phased implementation approach with interim bus operations possible



# Projects: High Risk

## Central Contra Costa BART Crossover:

- Two construction bids received for the project
- Bids well over the engineer's estimate & available funding
- BART looking for additional funding or potential design changes to have fully funded project

# Projects: Unallocated

- **Express Bus North**
  - \$20 million available for projects in North Bay
  - Work with sponsors over the next year to advance projects
- **Ferry Projects (2)**
  - WETA focus is on existing projects & transition plan
  - Continue to work with sponsor on progress
- **BART/MUNI Connector**
  - Ongoing scope discussion with sponsor

# Program Outlook: Recent & Anticipated Allocations

## Major Recent Allocations (July - October)

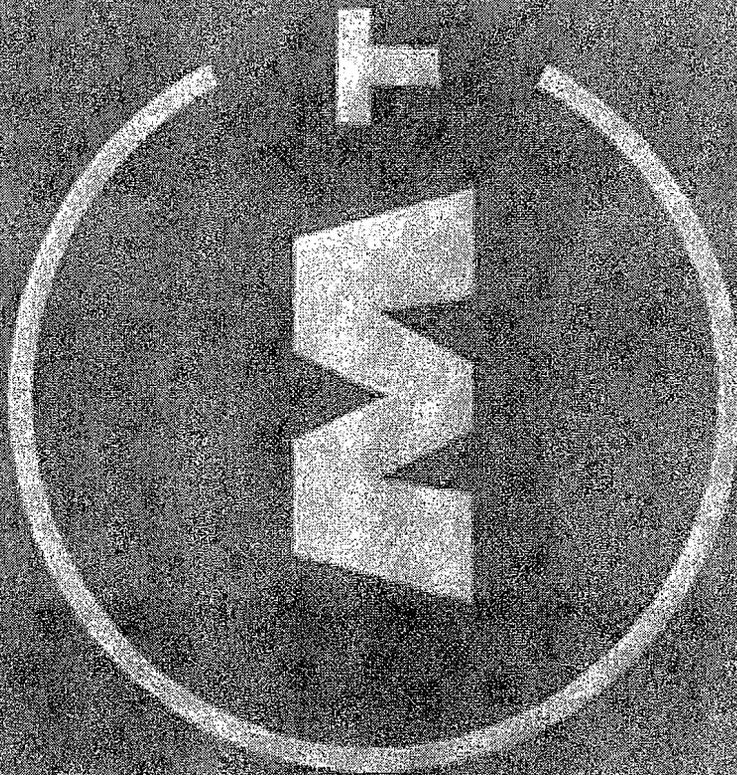
- Transbay Terminal/ Downtown Caltrain Extension (\$23.5 million): Construction of the temporary terminal.

## Upcoming Allocations

- E-BART (\$15million): Right of Way purchases to expand State Route 4 median to accommodate transit.
- Various Resolution 3434 follow-up actions

# Program Assessment

1. More projects are in construction or near completion; other projects face significant cost & schedule risks, MTC to continue to work with sponsors.
2. Projects and monitoring efforts are becoming more complex as projects advance.
3. Variable/unpredictable bid climate is affecting projects - some savings, some increases.
4. Reimbursements are accelerating, but still slow.



WANGCHANGHUA TECHNOLOGICAL COMPANY LIMITED



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**ATTACHMENT B**  
Joseph J. Dore Metro Center  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov

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## NEWS RELEASE

For Immediate Release

Contact: **Jim Spering** 707.429.1900  
**Randy Rentschler** 510.817.5780

### **MTC Commitment Closes Funding Gap For New Fairfield-Vacaville Train Station**

**OAKLAND, Calif., December 1, 2008 . . .** The Metropolitan Transportation Commission (MTC) last week agreed to commit \$9 million of regional bridge toll funds to complete the financing package for a new passenger rail station to be built at the corner of Peabody and Vanden roads in northeast Fairfield. The remainder of the funds for the \$40 million Fairfield-Vacaville rail station project will come from a mix of voter-approved Regional Measure 2 bridge toll revenues, state and federal grants, developer fees, and contributions from the cities of Fairfield and Vacaville.

“The commitment from MTC moves this project from vision to reality,” noted Solano County Supervisor and MTC Commissioner Jim Spering. “With Amtrak’s Capitol Corridor running up to 32 trains through Solano County each day, the addition of a new stop will provide thousands of people a very attractive option to battling the congestion on I-80 and I-680.”

The new Fairfield-Vacaville station already has been approved as a stop for Capitol Corridor trains running between Auburn and San Jose. In addition to the passenger platform, the rail station project will include parking, a transfer area for bus passengers, an overpass to carry Peabody Road over the railroad tracks, and an underpass for bicyclists and pedestrians. The Fairfield City Council is scheduled to award a management services contract for the project at its December 16 meeting. Environmental reports are slated for completion in March 2009, with construction beginning in 2011 and the first passengers boarding trains in November 2013.

“We’re excited to get started on this project,” said Fairfield Mayor Harry Price. “MTC, and Jim Spering in particular, deserve a lot of credit for making it happen. Jim has been at the forefront of transportation improvements in Solano County for a long time, and he was really able to put his experience and his regional perspective to work delivering a big boost for both Fairfield and Vacaville.”

MTC’s allocation for the Fairfield-Vacaville rail station project is part of an estimated \$20 million reserve remaining after the Commission’s agreement last week to channel \$80 million in bridge toll funds to help finance reconstruction of Doyle Drive, the seismically fragile viaduct connecting San Francisco city streets with the Golden Gate Bridge.

MTC is the nine-county San Francisco Bay Area’s transportation planning, coordinating and financing agency.

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