



SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA
5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, September 14, 2011
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 2 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 2 minutes or less.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

CONFERENCE WITH LABOR NEGOTIATOR Pursuant to CA Gov't Code § 54054.6 et seq.,
Agency Negotiator: STA Board Chairman
Employee Organization: Unrepresented Employee: STA Executive Director and Deputy Executive Director

II. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Price

(6:00 – 6:05 p.m.)

STA BOARD MEMBERS

Table listing STA Board Members: Harry Price (Chair, City of Fairfield), Jack Batchelor, Jr. (Vice-Chair, City of Dixon), Elizabeth Patterson (City of Benicia), Jan Vick (City of Rio Vista), Pete Sanchez (City of Suisun City), Steve Hardy (City of Vacaville), Osby Davis (City of Vallejo), Jim Spering (County of Solano).

STA BOARD ALTERNATES

Table listing STA Board Alternates: Rick Fuller, Chuck Timm, Mike Ioakimedes, Janith Norman, Mike Hudson, Ron Rowlett, Erin Hannigan, John Vasquez.

**III. CONFIRM QUORUM/ STATEMENT OF CONFLICT**

Chair Price

*An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.*

**IV. APPROVAL OF AGENDA**

**V. OPPORTUNITY FOR PUBLIC COMMENT**

(6:05 – 6:10 p.m.)

**VI. EXECUTIVE DIRECTOR’S REPORT – Pg. 1**

Daryl Halls

(6:10 – 6:15 p.m.)

**VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**

(6:15 – 6:25 p.m.)

**A. Proclamation of Appreciation for Elizabeth Richards**

Chair Price

**B. Directors Report:**

**1. Planning**

Robert Macaulay

**2. Projects**

Janet Adams

**3. Transit/Rideshare**

Judy Leaks

**VIII. CONSENT CALENDAR**

*Recommendation:*

*Approve the following consent items in one motion.*

*(Note: Items under consent calendar may be removed for separate discussion.)*

(6:25 - 6:30 p.m.)

**A. STA Board Meeting Minutes of July 13, 2011**

Johanna Masiplat

*Recommendation:*

*Approve STA Board Meeting Minutes of July 13, 2011.*

**Pg. 5**

**B. Draft TAC Meeting Minutes of August 31, 2011**

Johanna Masiplat

*Recommendation:*

*Approve Draft TAC Meeting Minutes of August 31, 2011.*

**Pg. 13**

**C. Amendment to Executive Director’s Employment Agreement and Adjustment of Executive Director and Deputy Executive Director’s Salary Ranges**

Bernadette Curry

*Recommendation:*

*Approve the following:*

- 1. Adjust the Salary Ranges for the Executive Director and the Deputy Executive Director/Director of Projects as specified, including a travel allowance modification for the Deputy Executive Director/Director of Projects; and*
- 2. Approve the First Amendment to the Executive Director Employment Agreement.*

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- D. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon Claim and County of Solano Modification** Liz Niedziela  
*Recommendation:*  
*Approve the FY 2011-12 Solano TDA Matrix – September 2011 - City of Dixon and the County of Solano Modification as shown in Attachment A*  
**Pg. 25**
- E. Fiscal Year (FY) 2011-12 Indirect Cost Allocation Plan (ICAP) Rate Application** Susan Furtado  
*Recommendation:*  
*Approve the following:*  
*1. STA’s ICAP Rate Application for FY 2011-12; and*  
*2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.*  
**Pg. 29**
- F. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County** Susan Furtado  
*Recommendation:*  
*Approve the following:*  
*1. Resolution No. 2011-16 as specified in Attachment D.*  
*2. Authorize the Executive Director to:*  
*a) Notify the Department of Motor Vehicles of the intent for STA to extend the Solano Abandoned Vehicle Abatement (AVA) Program for another 10-year period;*  
*b) Submit a new resolution to formally request the extension of the AVA Program in Solano County; and*  
*c) Notify member agencies for the continuation of the AVA Program and ask that each agency issue resolutions approving the STA as the Service Authority.*  
**Pg. 31**
- G. City of Dixon West B Street Pedestrian Undercrossing Project** Janet Adams  
*Recommendation:*  
*Authorize the Executive Director to:*  
*1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;*  
*2. Negotiate and execute a contract with HDR to complete the design services for the project for an amount not to exceed \$250,000;*  
*3. Negotiate and execute a contract amendment for up to \$100,000 with Quincy Engineering to provide Project Management Services for the project; and*  
*4. Request for Proposals for construction management services and enter into an agreement not-to-exceed \$600,000.*  
**Pg. 37**

- H. Regional Express Lanes Network Letter of Support** Janet Adams  
Recommendation:  
*Authorize the STA Chair to forward a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network that includes the I-80 and I-680 Corridors in Solano County.*  
**Pg. 51**
- I. Regional Transportation Plan (RTP) Scenario Modeling Priority Projects for Solano County** Robert Macaulay  
Recommendation:  
*That the STA Board to approve the RTP scenario modeling priority project list for Solano County as specified in Attachment A.*  
**Pg. 59**
- J. Local Street and Roads (LS&R) Proposed Solano County Annual Report** Sam Shelton  
Recommendation:  
*Approve the following:*  
  - 1. Scope of Work for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services as specified in Attachment D; and*
  - 2. Authorize the Executive Director to enter into an agreement with MTC for Streetsaver Program services for an amount not-to-exceed \$12,250 for FY 2012-13 and an annual license of \$2,250 per year.***Pg. 61**
- K. I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams  
Recommendation:  
*Approve the following:*  
  - 1. Resolution No. 2011-13 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.0 million in Regional Measure 2 or Assembly Bill (AB) 1171 Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the relocation of the PG&E valve lot (Right-of-Way Phase); and*
  - 2. Authorize the Executive Director to circulate the Draft Mitigated Negative Declaration (MND) for the PG&E Valve Lot Relocation.***Pg. 117**
- L. North Connector Mitigation Planting and Irrigation Project - Contract Amendment** Janet Adams  
Recommendation:  
*Approve a contract amendment for HT Harvey and Associates to cover additional Mitigation Site related services for the North Connector Project for an amount not-to-exceed \$12,600.*  
**Pg. 123**

- M. North Connector Project - Contract Amendment** Janet Adams  
*Recommendation:*  
*Approve a contract amendment for BKF Engineers to cover the preparation of Record Drawings, continued assistance with Right of Way acquisition and acquisition of agricultural easements for the North Connector Project for an amount not-to-exceed \$51,900.*  
**Pg. 127**
- N. Redwood Parkway – Fairgrounds Drive Improvement Project** Janet Adams  
*Recommendation:*  
*Approve the following:*
- 1. Authorize the Executive Director to amend the funding agreement between the Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document and project technical report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and*
  - 2. Authorize the Executive Director to amend the contract with HQE Inc for an amount not-to-exceed \$109,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.*
- Pg. 133**
- O. Regional Transportation Fund for Clean Air (TFCA) Program Application Co-Sponsorship** Robert Guerrero  
*Recommendation:*  
*Approve the following:*
- 1. Co-sponsor an application with NCTPA for shuttle service along SR 12 Jameson Canyon with stops identified in the staff report; and*
  - 2. Approve a local match of \$51,850 from STAF funding for the proposed shuttle service.*
- Pg. 137**

## **IX. ACTION NON-FINANCIAL ITEMS**

- A. Recommendations Derived From the STA Board Workshop of June 27, 2011** Daryl Halls  
*Recommendation:*  
*Approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in Attachment C.*  
*(6:25 – 6:35 p.m.)*  
**Pg. 143**
- B. One Bay Area Block Grant Proposal** Robert Macaulay  
*Recommendation:*  
*Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:*
- 1. Allow STP funds to be spent on any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;*

2. *Change the language of Supportive Local Transportation and Land-Use Policy a) to read “Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) or adopted city and/or countywide employer trip reduction ordinances or programs”;*
3. *A ‘no net loss of revenue’ for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to \$15.2 million; and*
4. *Allow non-STP funds to be spent on projects within or in direct support of PDAs.*

(6:35 – 6:45p.m.)

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**C. Agricultural and Open Space Pilot Program**

Robert Macaulay

Recommendation:

*Authorize STA staff to develop a Scope of Work for the Metropolitan Transportation Commission (MTC)’s proposed agricultural and open space pilot plan and program for Solano County.*

(6:45 – 6:50 p.m.)

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**X. ACTION FINANCIAL ITEMS**

**A. Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds**

Sam Shelton

Recommendation:

*Approve the following:*

1. *Reprogram \$305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA’s Safe Routes to School Program to the County of Solano’s Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and*
2. *Prioritize \$1.1 M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA’s Safe Routes to School Program.*

(6:50 – 6:55 p.m.)

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**B. Solano County Alternative Fuels and Infrastructure Plan**

Robert Guerrero

Recommendation:

*Authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not to exceed \$75,000.*

(6:55 – 7:00 p.m.)

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## **XI. INFORMATIONAL**

- A. 2012 State Transportation Improvement Program (STIP) Programming Schedule** Jessica McCabe  
*Informational*  
(7:00 – 7:05 p.m.)  
**Pg. 197**

### **NO DISCUSSION**

- B. Project Initiation Document (PID) Budgeting and Selection Process** Janet Adams  
*Informational*  
**Pg. 211**
- C. Jepson Parkway Project Update** Janet Adams  
*Informational*  
**Pg. 217**
- D. State Route (SR) 12 Corridor Study Update** Robert Macaulay  
*Informational*  
**Pg. 221**
- E. Legislative Update** Jayne Bauer  
*Informational*  
**Pg. 261**
- F. Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 279**
- G. STA Board Meeting Schedule for Calendar Year 2011** Johanna Masielat  
*Informational*  
**Pg. 283**

## **XII. BOARD MEMBERS COMMENTS**

### **XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, October 12, 2011, Suisun City Hall Council Chambers.**

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## MEMORANDUM

DATE: September 6, 2011  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – September 2011

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The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

### **CTC Approves Funding for SR 12 Jameson Canyon and Jepson Parkway Projects**

On August 10, 2011, the California Transportation Commission (CTC) approved the allocation of \$91.6 million of Proposition 1B in Corridor Mobility Investment Account (CMIA) and State Transportation Improvement Program (STIP) funds for the construction of the widening of and placement of a median barrier on State Route (SR) 12 Jameson Canyon. This project will widen from two lanes to four along a 5.6 miles corridor and place a median barrier to improve safety. Construction on the project is expected to begin early next year and take two years to complete. At the same meeting, the CTC voted to allocate \$3.8 million in STIP funds for the right of way phase of the Jepson Parkway Project. STA had previously obtained \$2.4 million in STIP funds for the design phase of the project that will begin following the funding agreement approval by the County Board of Supervisors. STA and the Cities of Fairfield and Vacaville have already approved similar funding agreements that will provide an estimated \$72 million to fund the design, right of way and construction of the next 4.5 miles of the 12-mile corridor. This project is scheduled to begin construction on the next two phases of the project in Fiscal Year (FY) 2014-15.

### **Recommendation from June STA Board Workshop \***

In follow up to direction and comments provided by STA Board members at a workshop held on Monday, June 27<sup>th</sup>, staff has prepared a series of recommendations that cover a range of transportation projects and programs. The topic areas include improvements to the SR 12 and I-80 corridors, Public Private Partnerships for Solano County's major transit centers, development of a Long Range Sustainability Plan for Transit, development of an Alternative Fuels Strategy for Transit, and funding of local priorities such as Safe Routes to School, Local Streets and Roads, and Mobility for Seniors and Persons with Disabilities.

**STA Support for MTC's Regional Express Lanes Application to the CTC \***

The STA Board authorized the STA to evaluate and pursue Express Lanes for the I-80 and I-680 corridors in February 2009. Since that time, STA has been working with the Metropolitan Transportation Commission (MTC) and Caltrans as part of a region-wide evaluation process. In order to implement additional Express Lanes in the Bay Area and specifically along the I-80 corridor in Solano County, MTC has prepared an application to the California Transportation Commission (CTC) to authorize a 400 mile Express Lanes network in the Bay Area that would include the I-80, I-580, I-680, I-880 and U.S. 101 corridors. This application is consistent with previous policy direction provided by the STA Board and would enable STA to continue to work with Caltrans and MTC to implement Express Lanes on the I-80 corridors with the initial projects to be located on the stretch of I-80 between Red Top Road in Fairfield and the I-505 interchange in Vacaville.

**Proposed Agricultural and Open Space Access Pilot Program Highlights New One Bay Area Block Grant Proposal by ABAG and MTC \***

MTC and the Association of Bay Area Governments (ABAG) have been collaborating to develop a Sustainable Communities Strategy (SCS) as part of the update of the Regional Transportation Plan as required by Senate Bill 375. One of the proposals that has been derived from this process is to combine the allocation of federal cycle funds that MTC currently allocates for various transportation programs into a new grant proposal, called the "One Bay Area Grant." This proposal is still being developed and refined, but it will provide Bay Area CMAs with additional flexibility to program future federal cycle funds. Included with this proposal is a proposed pilot program dedicating \$5 million in federal cycle funds for an Agricultural and Open Space Pilot Program to be focused initially in the four North Bay counties (Marin, Napa, Solano and Sonoma). If approved by MTC, this would provide STA with an estimated \$1.25 million in federal funds to develop an Agricultural and Open Space Access Pilot Plan and potentially fund an initial access priority identified as part of this pilot planning process.

**ECMAQ Funds for Vacaville Dixon Bike Project \***

STA staff is recommending the STA Board approve allocating \$305,000 in remaining Eastern Congestion Mitigation and Air Quality (ECMAQ) funds from federal cycle one funds for the Vacaville Dixon Bike Project, the last remaining and unfunded priority bike project. As part of this recommendation, it is recommended that the Safe Routes to School (SR2S) program be prioritized for forthcoming federal cycle 2 funds to ensure some level of SR2S funds are available for the balance of the next three years covered by the federal cycle 2.

**STA Tribute to Elizabeth Richards\***

This month, the STA Board is recognizing Elizabeth Richards for her eleven years of outstanding service to the STA as the Director of Transit and Rideshare Services and her seventeen years as the program manager for the Solano Napa Commuter Information Program. During her tenure, she was responsible for managing one of the top rideshare programs in Northern California and coordinating with Solano County's seven transit operators to provide funding for service and capital, marketing and promoting transit services, and coordinating with seniors and persons with disabilities to help address their mobility needs. The past two years, she played a pivotal role in helping facilitate the merger of Benicia and Vallejo's transit system into the Solano County Transit (SolTrans) Joint Powers Agreement (JPA).

**Development of Alternative Fuels and Infrastructure Plan for Solano County \***

In partnership with Solano's transit operators and the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD), STA staff is recommending the STA Board authorize the development of an Alternative Fuels and Infrastructure Plan for Solano County that will focus on opportunities for converting Solano County's transit fleet and public vehicle fleets to alternative fuels.

**Employers and Employees Make 5<sup>th</sup> Annual Commute Challenge a Success**

The fifth annual Solano Commute Challenge is off to a fast start with a record number of 51 Solano employers having registered to participate. Through the end of August, a total of 451 employees have already registered to participate in the challenge scheduled to conclude at the end of October. Travis Air Force Base, State Compensation Insurance Fund (Vacaville), the County of Solano, California Vegetable Specialties (Rio Vista), Genetech (Vacaville) and Goodrich (Fairfield) are the leading employers.

**STA's SNCI Program Sets Monthly Record for New Vanpool Starts**

During the first two months of this fiscal year, the STA's Solano Napa Commuter Information (SNCI) Program has already passed the annual vanpool start up goal set by the MTC of 12 with 13 new vanpool start ups.

**Solano's Abandon Vehicle Abatement Program Hits Ten Years Renewal Mark \***

For the past twenty years, the STA has served as the Solano County Service Authority for the Abandoned Vehicle Abatement (AVA) Program. This designation is renewed per state statute every ten years. Over the last ten years, the seven Solano County local agencies that participate in this program have abated a total of 32,649 abandoned vehicles (an average of 3,200 per year) and through this program have been reimbursed from State AVA funds.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated March 2011)

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**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**July 13, 2011**

**I. CLOSED SESSION**

There were no matters to report.

**II. CALL TO ORDER**

Chair Price called the regular meeting to order at 6:25 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Harry Price, Chair	City of Fairfield
	Jack Batchelor, Vice Chair	City of Dixon
	Elizabeth Patterson	City of Benicia
	Jan Vick	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Hardy	City of Vacaville
	Osby Davis	City of Vallejo
	Jim Spering	County of Solano

**MEMBERS**

**ABSENT:** None.

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/ Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Johanna Masiolat	Clerk of the Board
	Susan Furtado	Accountant and Administrative Services Manager
	Liz Niedziela	Transit Analyst
	Judy Leaks	Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Project Manager
	Jessica McCabe	Assistant Project Manager
	Judy Kowalski	Accounting Technician
	Samantha Sipin	Summer Intern
	Nick Defazio	5 Summer Intern

**ALSO**

**PRESENT:**

*In Alphabetical Order by Last Name:*

Mike Ammann	Solano EDC
George Gwynn	Tax Payers Association
Mike Hudson	City of Suisun City Councilmember and STA Board Alternate Member
Dan Kasperon	City of Suisun City
David Kleinschmidt	City of Vallejo
Wayne Lewis	City of Fairfield
Brian McLean	City of Vacaville/Vacaville City Coach
Rod Moresco	City of Vacaville
Melissa Murphy	The Reporter
Mike Roberts	City of Benicia
Belinda Smith	County of Solano
Paul Wiese	County of Solano

**III. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

**IV. APPROVAL OF AGENDA**

By consensus, the STA Board approved the agenda including an amendment to Resolution No. 2011-14 under Agenda Item VIII.N, I-80/I-680/SR 12 Interchange Project Allocation.

**V. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn, Jr. commented on various issues regarding transit and improvement programs.

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- STA Tribute to Mike Ammann and Paul Wiese
- State Budget Approved for FY 2011-12
- CTC Approved Funding for Truck Scales and Ferry Maintenance Facility
- Jepson Parkway Project Obtains Environmental Clearance
- SolTrans Opens for Business/Service
- STA Budget Revision for FY 2011-12 and Budget for FY 2012-13
- STA Marketing Plan Proposes Improved Communication with the Public
- Next Step to Greenhouse Gas Emission Process
- SNCI Program Continues to Make Progress with Employers and Vanpool Starts
- STA Renews Commitment to Training Future Employees Through Intern Program
- Discussion of STA Board Workshop Topics

**VII. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:**

**A. MTC Report:**

Board Member and MTC Commissioner Spring announced that MTC's Program and Allocations Committee is forwarding a recommendation to the MTC Board for \$5 million in capital funds for the Fairfield/Vacaville Intermodal Station which will likely be approved by the full Commission.

- B. Caltrans Report:**  
None presented.
- C. STA Reports:**
  - A. Proclamations of Appreciation for:**
    - 1. Mike Ammann, Solano EDC
    - 2. Paul Wiese, County of Solano
  - B. Directors Report:**
    - 1. Planning
    - 2. Projects
    - 3. Transit/Rideshare

**VIII. CONSENT CALENDAR**

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through R to include modifications to the recommendation on Item N, I-80/I-680/State Route (SR) 12 Interchange Project Allocation as shown below in *bold italics*.

- A. STA Board Meeting Minutes of June 8, 2011**  
Recommendation:  
Approve STA Board Meeting Minutes of June 8, 2011.
- B. Draft TAC Meeting Minutes of June 29, 2011**  
Recommendation:  
Approve Draft TAC Meeting Minutes of June 29, 2011.
- C. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Article 3 Bicycle Projects**  
Recommendation:  
Approve the FY 2011-12 TDA Article 3 Resolution No. 2011-11.
- D. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – July 2011**  
Recommendation:  
Approve the FY 2011-12 Solano TDA Matrix – July 2011 as shown in Attachment A.
- E. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2011-12 Work Program**  
Recommendation:  
Approve the Solano Napa Commuter Information Work Program FY 2011-12 as shown in Attachment A.
- F. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program**  
Recommendation:  
Approve the allocation of \$17,909.36 each for SNCI’s Rideshare Incentives Program and Solano SR2S Program from the remaining FY 2011-12 TFCA Program Manager fund balance.

- G. Project Delivery Schedule for Fiscal Year (FY) 2011-12**  
Recommendation:  
 Approve the project delivery schedules and milestones for FY 2011-12 projects, as part of the STA Project Delivery policies as shown in Attachment B.
- H. Fiscal Year (FY) 2011-12 Intercity Transit Funding Agreement Schedule**  
Recommendation:  
 Approve the FY 2011-12 Cost-Sharing Intercity Transit Funding Agreement as shown in Attachment B.
- I. Safe Routes to School (SR2S) Countywide Walking School Bus/Bicycle Train Program Grant Request**  
Recommendation:  
 Authorize staff to apply for the Cycle 3 Federal Safe Routes to School Program grant for up to \$500,000 for the Scope of Work as shown in Attachment B.
- J. 2011 Solano Napa Travel Demand Model Update**  
Recommendation:  
 Approve the following:
  1. Authorize the Executive Director to amend Cambridge Systematics' agreement to:
    - a. Extend on-call modeling services until June 30, 2012; and
    - b. Include the Model Update as described in Attachment A; and
  2. Work with Caltrans to model traffic impacts related to ramp metering on Solano County's freeway corridors.
- K. Final Countywide Greenhouse Gas Emission Inventory**  
Recommendation:  
 Approve the submittal of a request to the City County Coordinating Council (4'Cs) to coordinate the submittal of a grant to the Strategic Growth Council (SGC) for development of a multi-agency Climate Action Plan (CAP).
- L. Project Management Services for Jepson Parkway– Contract Amendment**  
Recommendation:  
 Authorize the Executive Director to:
  1. Amend the Quincy Engineering, Inc. contract for project management and design oversight services for an amount not-to-exceed \$150,000 with a term of June 30, 2013;
  2. Release a Request for Proposals for Jepson Parkway Concept Plan Update; and
  3. Enter into an agreement with a consultant for Concept Plan Update Services for an amount not-to-exceed \$100,000.
- M. Detailed Preliminary Engineering for the I-80/I-680/State Route (SR) 12 Interchange - Contract Amendment**  
Recommendation:  
 Authorize the Executive Director to negotiate a scope and fee and execute a contract amendment with the MTCO/Nolte team to complete the environmental document/detailed preliminary engineering for the I-80/I-680/SR 12 Interchange for an amount not-to-exceed \$2,100,000.

**N. I-80/I-680/State Route (SR) 12 Interchange Project Allocation**

Recommendation:

Approve Resolution No. 2011-14 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$7 million in ~~Regional Measure 2~~ **AB 1171 Bridge Toll** funds for the I-80/I-680/SR 12 Interchange Project for the environmental document/detailed preliminary engineering.

**O. Approve Cooperative Agreement with Metropolitan Transportation Commission (MTC) for Construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project**

Recommendation:

Authorize the Executive Director to finalize and execute the agreement between STA and MTC for AB 1171 funding for construction of I-80 Eastbound Cordelia Truck Scales Relocation Project.

**P. Award Construction Contract for the Tree Removal as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project**

Recommendation:

Approve Resolution No. 2011-12 for the tree removal as advanced construction work for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

**Q. Amendment to Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) Access Improvement Project**

Recommendation:

Authorize the Executive Director to execute an Amendment to the Funding Agreement between the Solano Transportation Authority, County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) Access Improvement Project to remove the North Gate work from the Agreement.

**R. Amendment to the STA's Deferred Compensation Program**

Recommendation:

Approve Resolution No. 2011-15 authorizing the Executive Director to execute amendments to the Deferred Compensation Program as specified.

**IX. ACTION – FINANCIAL ITEMS**

**A. STA's Fiscal Year (FY) 2011-12 Budget Revision and FY 2012-13 Proposed Budget**  
Daryl Halls presented the STA's Budget Revision for FY 2011-12 and FY 2012-13. He cited that with the adoption of this budget, the STA Board will have achieved one of its two reserve policy goals this year and will be two years from accomplishing the second goal.

**Public Comments:**

None presented

**Board Comments**

None presented.

Recommendation:

Adopt the following:

1. The STA's FY 2011-12 Budget Revision as shown in Attachment A; and
2. The STA's FY 2012-13 Proposed Budget as shown in Attachment B.

On a motion by Vice Chair Batchelor, and a second by Board Member Sperring, the STA Board unanimously approved the recommendation.

**B. Jepson Parkway Project Update**

Janet Adams announced that on June 22<sup>nd</sup>, STA received confirmation from Caltrans of the record of decision approving the environmental document for the Jepson Parkway project. She indicated that the project's environmental clearance will enable the project to move into the design phase once the Memorandum of Understanding (MOU) and funding agreements are finalized between the STA, and the cities of Fairfield and Vacaville, and the County of Solano.

**Public Comments:**

None presented

**Board Comments**

None presented.

Recommendation:

Approve the Jepson Parkway Funding Agreement between the STA, the City of Fairfield and Solano County.

On a motion by Board Member Sperring, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

**X. ACTION NON-FINANCIAL ITEMS**

**A. STA Marketing Plan for FY 2011-12 and FY 2012-13**

Jayne Bauer presented and provided overview of the STA's upgraded and improved website. She noted the STA began participating in social networking communications to help expand communication options for the public.

**Public Comments:**

None presented

**Board Comments**

None presented.

Recommendation:

Approve the STA FY 2011-12 and FY 2012-13 Marketing Plan.

On a motion by Board Member Patterson, and a second by Vice Chair Batchelor, the STA Board unanimously approved the recommendation.

**XI. INFORMATIONAL**

**A. Summary of Discussion From STA Board Workshop of June 27, 2011**

Daryl Halls summarized the discussion and comments provided by Board members and staff at the June 27<sup>th</sup> STA Board Workshop held on June 27<sup>th</sup> at the Solano County Events Center.

**Board Comments:**

Board Member Patterson commented on the *Status of Solano County's Comprehensive Transportation Plan*:

She indicated that she's been advocating to make sure to include water as a transportation mode. It is missing as one of the points.

She noted her nuance on the corridor study is not quite captured. She added that one of the things that she has been saying for a long time is that STA ought to take advantage of using UC Davis Transportation Program modeling which is the Institute of Transportations Studies. She cited that it is an excellent source of data that enables us to make informed decisions about the benefits of and how we go about doing the transport goods and moving people. She added (Refers to Page 171) that the focus on the corridor is the movement of goods and she would like to see that brought out in the discussions. She stated that one of the solutions is combining that with the waterway and with the tunnel option and the potential partnership with the Port Authority. She stated it is a daunting project in terms of financing and funding. She continued by saying that if we plan and design it in such a way that it gathers interest and benefits others, then we can make this happen.

In conclusion, she stated with these changes everything else was captured really well and that she appreciates the presentation and staff's efforts.

**NO DISCUSSION**

**B. Local Project Delivery Update**

**C. STA Funding Opportunities Report**

**D. STA Board Meeting Schedule for Calendar Year 2011**

**XII. BOARD MEMBER COMMENTS**

**XIII. ADJOURNMENT**

The meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, September 14, 2011, Suisun City Hall Council Chambers.**

**Attested by:**

  
Johanna Masielat  
Clerk of the Board

September 6, 2011  
Date





**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**August 31, 2011**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room 1.

**Present:**

<b>TAC Members Present:</b>	Mike Roberts	City of Benicia
	Morrie Barr	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Jeff Knowles	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Matt Tuggle	County of Solano

**STA Staff Present:**

*(In Alphabetical Order by Last Name)*

Janet Adams	STA
Daryl Halls	STA
Judy Leaks	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jessica McCabe	STA
Sam Shelton	STA

**Others Present:**

*(In Alphabetical Order by Last Name)*

Amanda Dum	City of Suisun City
Wayne Lewis	City of Fairfield

**II. APPROVAL OF THE AGENDA**

On a motion by Dan Kasperson, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Macaulay announced that NCTPA is submitting a grant application for State Route (SR) Jameson Canyon pilot shuttle service, and he stated that STA has been requested to provide \$51,000 in local match STAF funds.

**Other:** None presented.

#### V. CONSENT CALENDAR

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A through C.

**A. Minutes of the TAC Meeting of June 29, 2011**

Recommendation:

Approve TAC Meeting Minutes of June 29, 2011.

**B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon and County of Solano Modification**

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix (September 2011) - City of Dixon and the County of Solano Modification as shown in Attachment A.

**C. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County**

Recommendation:

Forward a recommendation to the STA Board to Authorize the Executive Director to:

1. Notify the Department of Motor Vehicle for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
2. Submit a new resolution to formally request the extension of the AVA Program in Solano County; and
3. Notify member agencies for the continuation of the AVA Program and ask that each issues a resolution approving the STA as the Service Authority.

#### VI. ACTION NON-FINANCIAL ITEMS

**A. Recommendations Derived From the STA Board Workshop of June 27, 2011**

Daryl Halls summarized the follow-up to the Board member comments and discussion provided at the STA Board Workshop held on June 27, 2011. He stated that staff has developed a series of specific recommendations to the seven topic areas covered at the Board Workshop. The topic areas include improvements to the SR 12 and I-80 corridors, Public Private Partnerships for Solano County's major transit centers, development of a Long Range Sustainability Plan for Transit, development of an Alternative Fuels Strategy for Transit, and funding of local priorities such as Safe Routes to School, Local Streets and Roads, and Mobility for Seniors and Persons with Disabilities.

Recommendation:

Forward a recommendation to approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in attachment C.

On a motion by Matt Tuggle, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

**B. Regional Express Lanes Network Letter of Support**

Janet Adams commented that MTC is seeking a letter from the CMAs in support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional Express Lanes Network and is urging the California Transportation Commission (CTC) to make a finding of eligibility to affirm this support.

Recommendation:

Forward a recommendation to the STA Board to send a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network.

On a motion by David Kleinschmidt, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

**C. Regional Transportation Plan Priority Projects**

Robert Macaulay reviewed and identified Solano County's highest priority and regionally significant projects that are proposed to be included in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for modeling.

Recommendation:

Forward a recommendation to the STA Board to approve the RTP priority project list identified in this staff report.

On a motion by Dan Kasperon, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

**D. One Bay Area Block Grant Proposal**

Robert Macaulay reviewed MTC and ABAG's proposals to combine the allocation of federal cycle funds that MTC currently allocates for various transportation programs into a new grant proposal, called the "One Bay Area Grant." He described the proposal that will combine a number of previously separate programs: Local Streets and Roads maintenance, regional Safe Routes Schools, regional Bicycle Network development, and Transportation for Livable Communities. He also listed the four areas of concern for STA and the member agencies regarding the guidelines: Restrictions on federal Surface Transportation Program (STP) funds, restricted use of funds in PDAs, the Supportive Local Transportation and Land Use Policies and ensuring no net revenue loss from Cycle 1 funding levels.

After discussion, the STA TAC modified the first recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. Allow ***STP funds Block Grants*** to be spent on ***projects within or in direct support of PDAs and*** any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;
2. Change the language of Supportive Local Transportation and Land-Use Policy a) to read “Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) **or** adopted city and/or countywide employer trip reduction ordinances or programs”; and
3. A ‘no net loss of revenue’ for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to \$15.2 million.

On a motion by Dave Mellili, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended above in ***bold italics***.

**E. Agricultural and Open Space Pilot Program**

Robert Macaulay reviewed the development of a pilot plan to address transportation issues related to the preservation of viable agricultural and open space lands. He cited that the recommended approach to development of the agricultural and open space plan would be to assemble a working group to guide work done by a consultant. He added that STA would act as the lead agency and would administer the consultant contract.

Recommendation:

Forward a recommendation to the STA Board to authorize STA staff to develop a Scope of Work in anticipation of funding for an agricultural and open space pilot plan and program for Solano County.

On a motion by Dave Mellili, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

**F. Comprehensive Transportation Plan – Land Use Chapter**

Robert Macaulay reported that the CTP Land Use Chapter will be reviewed a final time by the STA Alternative Modes Committee at a meeting to be scheduled in late September or early October 2011. He added that when the CTP is ready for adoption, STA and Fehr & Peers will make a final assignment of page and chapter numbers, appendices and attachments, and develop a table of contents, and at that time, a final date will be added to all headers and chapter titles to reflect the month and year of adoption. Due to the chapter being provided late to the TAC, several TAC members requested additional time to review prior to forwarding a recommendation to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC tabled this item until the next meeting in September.

## VII. ACTION FINANCIAL ITEMS

### A. City of Dixon West B Street Pedestrian Undercrossing Project

Janet Adams summarized the delivery process of the City of Dixon's West B Street Undercrossing Project. She reviewed the environmental, funding, previously prepared Plans, Specifications, and Estimates (PS&E), project management, construction management services, and timeline of the project.

#### Recommendation:

Forward a recommendation to the STA Board to authorizing the Executive Director to:

1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;
2. Negotiate and execute a contract with funding up to \$250,000 with HDR to complete the design services for the project;
3. Negotiate and execute a contract amendment for up to \$100,000 with Quincy Engineering to provide Project Management Services for the project; and
4. Issue Request for Proposals for construction management services and enter into an agreement not-to-exceed \$600,000.

On a motion by David Kleinschmidt, and a second by Morrie Barr, the STA TAC unanimously approved the recommendation.

### B. Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds

Sam Shelton reviewed staff's recommendation to allocate \$305,000 in remaining ECMAQ funds from federal cycle one funds for the Vacaville-Dixon Bike Project, the last remaining and unfunded priority bike project. He added that as part of this recommendation, it is recommended that the Safe Routes to School (SR2S) program be prioritized for forthcoming federal cycle 2 funds to ensure some level of SR2S funds are available for the balance of the next three years covered by the federal cycle 2.

Matt Tuggle noted that after an environmental review, the Vacaville-Dixon Bike Project has no federal listed species within its stretch. He further explained that this will advance the environmental schedule and open the project up to construct one year earlier, which is why Solano County made a request for additional construction funds.

#### Recommendation:

Forward a recommendation to the STA Board to:

1. Reprogram \$305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and
2. Prioritize \$1.1M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.

On a motion by Dave Mellili, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

- C. Local Street and Roads (LS&R) Proposed Solano County Annual Report**  
Sam Shelton reviewed the deliverables and timeline of the proposed draft scope of work. He cited that staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the Technical Advisory Committee (TAC) and the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work in Attachment D for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services.

On a motion by Matt Tuggle, and a second by Dave Mellili, the STA TAC unanimously approved the recommendation.

- D. Solano County Alternative Fuels and Infrastructure Plan**  
Robert Macaulay reviewed the development of an Alternative Fuels and Infrastructure Plan for Solano County that will focus on opportunities for converting Solano County's transit fleet and public vehicle fleets to alternative fuels.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not to exceed \$75,000.

On a motion by Mike Roberts, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation.

## **VIII. INFORMATIONAL**

- A. Project Initiation Document (PID) Budgeting and Selection Process**  
Janet Adams reviewed the opportunities for changing PID guidelines and funding as well as the discussions on streamlining the PID process.
- B. Jepson Parkway Project Update**  
Janet Adams provided an update to the funding agreement between STA, City of Fairfield, and Solano County, Right of Way Services Request for Proposal, and the project schedule. She stated that monthly project delivery team meetings will be initiated in October and led by STA Project Manager, Alan Glen, Quincy Engineering.
- C. State Route (SR) 12 Corridor Study Update**  
Robert Macaulay reported on the development of the SR 12 Corridor Study. He stated that to date, the Existing Conditions, Environmental Scan, and Future Conditions technical memos have been completed. He added that the Corridor Improvement Strategies technical memo is being developed at this time.
- D. Management Assistant for Projects in Solano (MAPS) Pilot Project**  
This item will be brought back at the next meeting in September.

**E. 2012 State Transportation Improvement Program (STIP) Programming Schedule**

Jessica McCabe reviewed the California Transportation Commission (CTC) draft funding estimates for the 2012 STIP established on July 28, 2011. She also reviewed the tables that show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts which MTC released based on the CTC's funding estimates.

**NO DISCUSSION**

**F. Solano County Transit (SolTrans) Update**

**G. Legislative Update**

**H. Funding Opportunities Summary**

**I. STA Board Meeting Highlights of July 13, 2011**

**J. STA Board and Advisory Committee Meeting Schedule for 2011**

**IX. ADJOURNMENT**

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 28, 2011.**

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DATE: September 8, 2011  
TO: STA Board  
FROM: STA Executive Committee  
RE: Amendment to Executive Director's Employment Agreement and Adjustment of Executive Director and Deputy Executive Director's Salary Ranges

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**Background/ Discussion:**

**EXECUTIVE DIRECTOR**

Daryl Halls has been employed as the STA's Executive Director since 1999. His contract was last modified in July 2009. The Executive Director position currently has an employment contract with the STA that is renegotiated on an annual basis following the conclusion of the Executive Director's annual performance review by the STA Board. After conclusion of this year's annual performance evaluation, the Executive Committee discussed the suitability of establishing a salary range for his position as opposed to an annual renegotiation of his contract. Rather than amending the compensation, it is recommended that a salary range be established for the Executive Director position and future compensation adjustments be made within that salary range, based on the completion of his annual performance review, and the Employment Agreement be amended to reflect such change.

Following completion of this year's annual performance evaluation, the Executive Committee is recommending the Board approve a 3% increase to the Executive Director's annual salary and, subject to the completion of next year's annual performance evaluation, a 2% adjustment in FY 2012-13.

**DEPUTY EXECUTIVE DIRECTOR/DIRECTOR OF PROJECTS**

In addition, the responsibility and scope of duties has increased significantly for the Director of Projects. The job classification has not been amended since the retirement of the previous Assistant Executive Director which is when the current Deputy Executive Director/Director of Projects assumed the Assistant Executive Director duties. To reflect the increase in job duties associated with assisting with the overall operation and management of the STA as well as the increased Project workload associated with the additional work undertaken by the STA on behalf of its member agencies, it is recommended that the salary range for the Deputy Executive Director/Director of Projects also be adjusted. In addition, it is also recommended an increase in the travel reimbursement allowance from \$200 to \$400 per month to reimburse for the extensive amount of travel to project related meetings in the Bay Area.

The recommended salary ranges are as follows:

<b>Title</b>	<b>Job Classification</b>	<b>Starting Range</b>	<b>Top Range</b>
Executive Director	Exempt	12,500	15,167
Deputy Executive Director/Director of Projects	Exempt	11,553	14,011

**Recommendation:**

Approve the following:

1. Adjust the Salary Ranges for the Executive Director and the Deputy Executive Director/Director of Projects as specified, including a travel allowance modification for the Deputy Executive Director/Director of Projects; and
2. Approve the First Amendment to the Executive Director Employment Agreement.

Attachments:

- A. First Amendment to Executive Director's Employment Agreement

**FIRST AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT ON BEHALF OF THE SOLANO TRANSPORTATION AUTHORITY**

This FIRST AMENDMENT ("First Amendment") is made this 14<sup>th</sup> day of September, 2011, between the SOLANO TRANSPORTATION AUTHORITY ("STA"), a joint powers agency consisting of the County of Solano and the seven cities in Solano County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo), hereinafter referred to as "EMPLOYER" and DARYL K. HALLS, an individual, hereinafter referred to as "EMPLOYEE" or "EXECUTIVE DIRECTOR", and collectively the

**RECITALS**

**WHEREAS**, Employer has utilized the services of Employee as Executive Director since May 12, 1999; and

**WHEREAS**, Employer and Employee entered into a revised Executive Director Employment Agreement ("Agreement") on July 8, 2009 updating the terms and conditions of employment; and

**WHEREAS**, the parties now desire to amend the Agreement to modify the compensation in accordance with an adopted Salary Schedule as set forth below.

In consideration of the mutual promises contained in this Amendment, the parties agree to amend the Agreement as follows:

**1. Section 9 of the Agreement is deleted in its entirety and replaced with the following:**

**SECTION 9. SALARY**

The agreed upon compensation as of July 1, 2011 shall be set by the STA Board in accordance with an adopted salary schedule for the Executive Director. Employee is entitled to a 3% adjusted increase to the salary schedule as of July 1, 2011. Employee is entitled to a 2% percent adjusted increase to the salary schedule as of July 1, 2012, subject to Employee's acceptable annual performance evaluation by the STA Board.

**2. Prior Terms and Conditions**

Except as specifically set forth herein, all terms and conditions of the Agreement shall remain in full force and effect.

The Parties has executed this First Amendment as of the day and year first written above.

**EMPLOYER:**  
Solano Transportation Authority

**EMPLOYEE:**  
STA Executive Director

BY: \_\_\_\_\_  
Harry, Price, STA Board Chair

BY: \_\_\_\_\_  
Daryl K. Halls

**ATTEST:**  
  
BY: \_\_\_\_\_  
Johanna Masiclat, Clerk to the STA Board

**APPROVED AS TO FORM:**  
  
BY: \_\_\_\_\_  
Bernadette Curry, STA Legal Counsel

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DATE: September 6, 2011  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix –  
September 2011 – City of Dixon and County of Solano Modification

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after Fiscal Year (FY) 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2011-12, the current projection is that TDA will remain flat and result in \$12.9 million for Solano transit operators. The Solano FY 2011-12 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

The new TDA and STAF FY 2011-12 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2011. The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2010-11 estimated obligations were added to the TDA matrix in the initial column after the estimates and reviewed with the STA Consortium in March 2011.

**Discussion:**

The September version of the TDA matrix reflects Dixon TDA claim and a modification to the County of Solano's TDA claim. The City of Dixon has prepared their FY 2011-12 TDA claim and it has been added to the TDA matrix as shown on Attachment A. The City of Dixon will be claiming TDA funds for the operation of Dixon Redit-Ride and capital funding for the B Street Undercrossing Project. The City of Dixon contributes TDA to the countywide intercity ADA taxi program, countywide transit planning, and the intercity transit funding agreement. The County of Solano claim was approved by the STA Board in August 2011.

The County of Solano is modifying their TDA claim in include transit coordination for an additional \$6,000. The TDA matrix also reflects three other modifications made since the matrix was last approved. The Intercity Funding Agreement amounts approved by the STA Board in July 2011 were added to the TDA matrix. The Intercity Taxi Scrip Program claimed by the City of Vacaville was added to the matrix and MTC's July 2011 fund estimate on the TDA projected carryover that was also updated on the TDA matrix.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. Especially with all the existing uncertainty, the amounts are not guaranteed and staff advises against claiming 100% of the TDA fund to avoid fiscal difficulties if the actual revenues are lower than the projections. This item was unanimously recommended for approval by the STA TAC at their meeting on August 31<sup>st</sup>.

**Fiscal Impact:**

None to the STA Budget. Approval of the TDA Matrix-September 2011 is important for the timely processing of the City of Dixon and the County of Solano TDA claims.

**Recommendation:**

Approve the FY 2011-12 Solano TDA Matrix (September 2011) - City of Dixon and the County of Solano Modification as shown in Attachment A.

Attachment:

- A. FY 2011-12 Solano TDA Matrix – September 2011



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DATE: September 6, 2011  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2011-12 Indirect Cost Allocation Plan (ICAP) Rate Application

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**Background:**

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to enable STA to charge an indirect cost allocation for federally and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated costs and the actual audited costs is carried forward as an adjustment to the second fiscal year following the adjusted year.

**Discussion:**

The FY 2009-10 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2009-10 indirect cost expenditures is increased by the amount of \$212,415.22 due to the actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is a carry-forward as an increase to the FY 2011-12 ICAP Rate application.

Therefore, the FY 2011-12 ICAP Rate application result for STA is at 80.98%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to the State Transportation Improvement Program (STIP) and federal funds and any other project fund that requires the use of the ICAP Rate.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2011-12 of 80.98% will allow approximately \$20,639 of indirect cost to be reimbursed by the Jepson Parkway Project from the State Transportation Improvement Program (STIP) funds.

**Recommendation:**

Approve the following:

1. STA's ICAP Rate Application for FY 2011-12; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:

- A. Indirect Cost Allocation Plan for FY 2011-12 (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)

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DATE: September 6, 2011  
 TO: STA Board  
 FROM: Susan Furtado, Accounting & Administrative Services Manager  
 RE: Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program  
 Service Authority for Solano County

**Background:**

Since April 1991, the STA has acted as the Solano County Service Authority for the Abandoned Vehicle Abatement (AVA) Program. The California Vehicle Code (VC) Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In November 2001, STA adopted the continuation of the program effective April 2002 for ten (10) year period which sunsets, by statute, on April 30, 2012.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, and the County of Solano. The City of Rio Vista is not currently a participant, but has expressed interest in joining in the AVA Program for Solano County. The City of Rio Vista will need to enter into an agreement with the STA and amend its local abatement ordinance to conform to the California Highway Patrol (CHP) standards to become eligible to receive AVA funding.

**Discussion:**

STA's administrative duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the Department of Motor Vehicle (DMV) shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

The table below show the past ten (10) years AVA Program activities of each Member Agency in Solano County:

Member Agency	FY 2001-02 to FY 2010-11		FY 2001-02 to FY 2010-11	
	# of Abated Vehicles	Amount Reimbursed	% of Abated Vehicles	% of Reimbursed Amount
City of Benicia	605	\$110,788	2%	3%
City of Dixon	3,090	\$63,379	9%	2%
City of Fairfield	5,134	\$392,536	16%	12%
City of Rio Vista	0	0	0	0
City of Suisun City	3,165	\$424,214	10%	13%
City of Vacaville	2,356	\$588,270	7%	18%
City of Vallejo	12,975	\$1,268,657	40%	38%
County of Solano	5,324	\$466,100	16%	14%
<b>Total</b>	<b>32,649</b>	<b>\$3,311,944</b>	<b>100%</b>	<b>100%</b>

To prevent the lapse of funding to each of the member agencies, the STA staff is required to submit a new resolution to the DMV requesting extension for an additional 10-year increment, which would sunset in April 2022.

STA staff requests authority to notify all member agencies for continued funding and ask that each pass a resolution authorizing the STA as the Service Authority for the AVA Program for the next 10 years. This item was reviewed and unanimously recommended for approval by the STA TAC at their meeting of August 31<sup>st</sup>.

**Fiscal Impact:**

Estimated annual amount of \$300,000 to AVA Member Agencies in Solano County from the State of California imposed one dollar (\$1) annual service fee on motor vehicles registered owners residing in Solano County for the AVA Program.

**Recommendation:**

Approve the following:

1. Resolution No. 2011-16 as specified in Attachment D.
2. Authorize the Executive Director to:
  - a) Notify the Department of Motor Vehicles of the intent for STA to extend the Solano Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
  - b) Submit a new resolution to formally request the extension of the AVA Program in Solano County; and
  - c) Notify member agencies for the continuation of the AVA Program and ask that each agency issue resolutions approving the STA as the Service Authority.

Attachments:

- A. DMV notification of the Abandoned Vehicle Abatement (AVA) Program sunset date.
- B. Resolution No. 2011-16

**DEPARTMENT OF MOTOR VEHICLES**

REGISTRATION OPERATIONS DIVISION

P.O. BOX 825393

SACRAMENTO, CA 94232-5393



RECEIVED

AUG 10 2011

SOLANO TRANSPORTATION  
AUTHORITY

August 10, 2011

Ms. Susan Furtado  
Solano Transportation Authority  
1 Harbor Center, #130  
Suisun City, CA 94585

Re: Abandoned Vehicle Abatement (AVA) Fee Program  
Sunset Date Notification

Dear Ms. Furtado:

The Solano County AVA Fee Program sunsets, by statute, on April 30, 2012. California Vehicle Code Section 9250.7(g) allows each California County to extend their sunset date for the program in 10-year increments. Each county, however, is required to submit a new resolution to the Department of Motor Vehicles (DMV) formally requesting the extension.

If you intend to maintain the AVA Fee in your jurisdiction, it is critical that DMV receive your formal request, and a copy of your new resolution, **no later than October 1, 2011**. Otherwise, we will initiate programming to discontinue collection of the AVA fee for Solano County, effective May 1, 2012. Please note that your county may still receive funds for fees due through April 30, 2012, for customers that pay late or for multiple years. Please send the requested documents to:

Department of Motor Vehicles  
Registration Operations Division  
2415 1st Avenue, M/S D148  
Sacramento, CA. 95818-2606  
Attn: Al Tolentino

If you have any questions or concerns, please contact Al Tolentino, of my staff at (916) 657-2690.

Sincerely,

A handwritten signature in cursive script that reads "Ketty Kramer for".

ANDREW CONWAY, Branch Chief  
Registration Operations Division

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**RESOLUTION 2011-16**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
REDISIGNATION OF STA AS ABANDONED VEHICLE ABATEMENT (AVA)  
PROGRAM SERVICE AUTHORITY FOR SOLANO COUNTY**

**WHEREAS**, the Solano Transportation Authority (STA), has acted as the Abandoned Vehicle Abatement Service Authority in Solano County since 1991, pursuant to California Vehicle Code Section 22710; and

**WHEREAS**, pursuant to California Vehicle Code Section 9250.7, the State of California imposes a one dollar (\$1) annual service fee on motor vehicles registered to owners residing in Solano County; and

**WHEREAS**, existing authority to collect the one dollar (\$1) STA service fee is set to expire in April 2011; and

**WHEREAS**, California Vehicle Code Section 9250.7 has been amended to allow for a ten (10) year extension of the STA service fee upon approval by two-thirds of the members of the County Board of Supervisors and a majority of the cities having a majority of the incorporated population within the county, adopt resolution providing for the extension of the fee.

**NOW, THEREFORE, THE SOLANO TRANSPORTATION AUTHORITY DOES  
HEREBY RESOLVE AS FOLLOWS:**

The STA hereby authorizes the Executive Director, as the designee, to execute any and all amendments and documents to the Abandoned Vehicle Abatement (AVA) Program as required by the State of California.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is hereby authorized to execute for the STA the continuation of the AVA Program effective April 2012 for ten (10) years, such agreements and contracts as are necessary to implement all amendments and documents.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14<sup>th</sup> day of September, 2011, by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest by: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

---

Harry Price, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of September 14, 2011.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: September 2, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: City of Dixon West B Street Pedestrian Undercrossing Project

---

**Background:**

The City of Dixon's West B Street pedestrian crossing is located between N. Jackson Street and N. Jefferson Street in close proximity to Dixon's downtown, Anderson Elementary School and adjacent residential areas. Although there are three at-grade crossings connecting residents to Dixon's downtown, West B Street is the only Union Pacific Railroad (UPRR) approved crossing for pedestrians. UPRR granted an easement at West B Street and paved the crossing to allow pedestrian and bicycle access. The two other at-grade crossings accessing Dixon's downtown are at West A Street and First Street (SR 113). Both streets were granted easements across the railroad tracks for vehicles only and do not have sidewalks at this time.

The rail line accommodates 32 Capitol Corridor passenger trains and 6-12 daily freight trains that cross the West B Street pedestrian path on a daily basis. More than 300 pedestrian and bicyclists also use this facility on a daily basis. The majority of users are school children that cross the railroad tracks twice per day. The City of Dixon has developed a plan to underground the West B Street pedestrian crossing to address the current at-grade crossing safety issues.

The STA identified the City of Dixon's West B Street Undercrossing Project (Attachment A) as priority project in the Solano Countywide Bicycle and Pedestrian Plans and the Solano Rail Crossing Inventory and Plan. In addition, the STA's Safe Routes to School Advisory Committee also recommended funding investments to support the West B Street Undercrossing Project. The West B Street Undercrossing Project will address safety concerns with the pedestrian/bicyclist conflicts with the trains. It will also potentially serve as access to the center of the rail tracks for Dixon's proposed passenger rail station.

**Discussion:**

The City of Dixon has asked the STA to help facilitate the delivery of this important project. As such, the City of Dixon City Council took the following actions at their July 26, 2011 meeting (Attachment B):

1. Adopted a Resolution finding the West B Street Undercrossing Project exempt from the California Environmental Quality Act.
2. Adopted a Resolution authorizing the Interim City Manager to execute an agreement between the Solano Transportation Authority (STA) and the City of Dixon for design and construction of the West B Street Undercrossing Project. Subsequent to the City action, the City and STA have executed this Agreement

defining roles and responsibilities of each agency (STA will be lead agency for delivery, Dixon will be “sponsoring agency”) as well as clarifying the estimated project funding (see Funding below) and establishing the City’s Local Match requirement.

*Environmental:*

Section 15282(g) of the California Environmental Quality Act (CEQA) Guidelines exempts railroad grade separation projects that eliminate an existing grade crossing. The West B Street Undercrossing Project met this criteria and, therefore, the City filed an exemption from CEQA.

Caltrans approves the National Environmental Policy Act (NEPA) review on behalf of the federal government. The City of Dixon has executed a Professional Services agreement with Circlepoint to complete additional technical studies needed for the NEPA Clearance. STA’s Project Manager is working with Circlepoint to prepare the Field Review and Preliminary Environmental Studies forms for submittal to Caltrans to initiate the field review. The City is utilizing State Transportation Improvement Plan (STIP) funding that will lapse in February 2012 for these studies, thus time is of the essence.

*Funding:*

In April 2011, the STA Board approved a funding plan for this Project. It is anticipated that the Project will be funded in accordance with the sources listed below. To the extent that Project costs are higher than \$6,100,000, STA has agreed to leverage discretionary funds from other regional, state or federal sources to fund the shortfall. To the extent actual Project costs are less than \$6,100,000, the parties agree that City’s Local Match will be refunded a proportional shared based on City’s overall local contribution to the Project of approximately 18.8% and STA will retain the remaining funds to re-program for other eligible projects.

<b>Funding Source</b>	<b>Program Year</b>	<b>Fund Sources Total</b>
TDA 4/8	2011-12	\$325,000
TDA 4/8	2012-13	\$325,000
TDA 4/8	2013-14	\$325,000
TDA 3	2012-13	\$125,000
YSAQMD CAF	2012-13	\$100,000
E-CMAQ, if Cycle 2	2012-13	\$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	\$600,000
STIP-TE, if reauthorized	2012-13	\$649,000
State SR2S Grant (pending)	2012-13	\$500,000
Subtotal		\$4,949,000
City’s Local Match		\$1,151,000
<b>Project Total:</b>		<b>\$6,100,000</b>

However, this funding plan will likely be adjusted to account for proposed changes made by the Metropolitan Transportation Commission (MTC) as part of their One Bay Area Block Program guidelines which have been modified from the previous block grant program of just 2 years ago. As adjustments to this funding plan are made, these adjustments will be presented the STA Board for approval.

*Previously Prepared Plans, Specifications & Estimates (PS&E):*

HDR under a previous contract with the City of Dixon has substantially completed the PS&E for the construction of the pedestrian undercrossing. The City of Dixon has agreed to assign previously completed HDR design work to STA for use in finalizing the project and preparing for the advertisement of construction. There are some elements of work that are still needed to ready this project for construction including the following:

1. Right of Way Acquisition- two temporary construction easements and three utility easements are needed.
2. Utility Design Coordination- two fiber optic facilities require relocation, an 8" waterline requires relocation and a Kinder Morgan pipeline requires abandonment.
3. Railroad Coordination- Coordination will be needed with UPRR to secure the design approval and the Construction and Maintenance Agreement; coordination with Capital Corridor JPA will be needed to secure the Agreement to "bus bridge" around the construction site for two weekends while the precast tunnel elements are installed; a California Public Utilities Commission (CPUC) application will be needed to abandon the current at-grade crossing and create a new public undercrossing.
4. Final Design- Minor changes to the plans may be needed as a result of the Railroad coordination; the specifications will require completion including preparation of the "boilerplate" specifications; and a public meeting will be conducted to update the public shortly before construction.
5. Permits- A Water Quality Certification will be applied for from the Regional Water Quality Control Board.
6. Bidding Support and Design Support during Construction- Engineering support will be needed to address questions or requests for information during bidding and construction.

HDR has the only engineering knowledge of the project, having been the "designer of record" and is best suited to continue to its completion. It would not be in the best interest of the Project to transfer their institutional knowledge and design responsibility to another firm at this late stage. As such, a contract between HDR and STA to complete the work stated above will be necessary.

*Project Management:*

STA has entered into a \$25,000 Professional Services contract under the Executive Director authority to secure Alan Glen, Quincy Engineering as the interim Project Manager in order to facilitate the requested transition to aid the City of Dixon in the delivery of this Project. Mr. Glen has the depth of Design and Project Management experience necessary to successfully manage the delivery of this Project on the desired aggressive schedule. His experience includes managing Caltrans Statewide Local Assistance that will be invaluable with the myriad of funding sources needed to deliver this project.

*Construction Management Services:*

The STA needs to bring on the Construction Management firm now to do a constructability review of the plans and specifications. This firm will also be responsible for the Advertisement, Award and Administration of the Project. These services will be funded in part by federal funds, therefore, the STA Local Preference Policy does not apply to this contract, although local firms will be contacted to submit proposals as part of this process.

*Schedule:*

- Caltrans Field Review Meeting- September 2011
- Design Services Contract- September 2011
- Initiate Railroad Coordination – October 2011
- Complete NEPA Technical Studies- December 2011
- Apply for SR2S Grant (\$500,000) – December 2011
- Draft NEPA Document to Caltrans- January 2012
- Complete NEPA- February 2012
- Complete Utility Relocation Agreements- February 2012
- Relocation of Utilities (Fiber Optic Lines)- June/July 2012
- Railroad C&M Agreement- June 2012
- PUC Approval – June 2012
- CTC TE Fund Allocation – July 2012
- ECMAQ Fund Authorization – July 2012
- Advertise Construction- July 2012
- Start Construction- September 2012
- Construction Complete-July 2013

On August 31, 2011, the STA Technical Advisory Committee (TAC) approved the recommendations related to the City of Dixon B Street Undercrossing Project.

**Fiscal Impact:**

The City of Dixon at their July 2011 meeting committed the local match funds of \$1,151,000. The STIP TE funds will require the STA adopt a Resolution which will occur at the October 2011 Board meeting. The TE funds will then be programmed to this project as part of the 2012 STIP programming process. The Eastern Congestion Mitigation and Air Quality (ECMAQ) funds will be included in the federal Cycle 2 programming process. TDA Article 3 funds will be submitted to MTC by June 2012. The Yolo Solano Air Quality Management District (YSAQMD) process begins in January 2012 with the completion of an application. The Solano Review Committee will review the applications in April 2012 with a recommendation to the YSAQMD Board by June 2012 at which time the YSAQMD Board will approve the project for funding. The regional funds that would be committed to the project based upon Project estimates provided by the City that are currently be reviewed and updated.

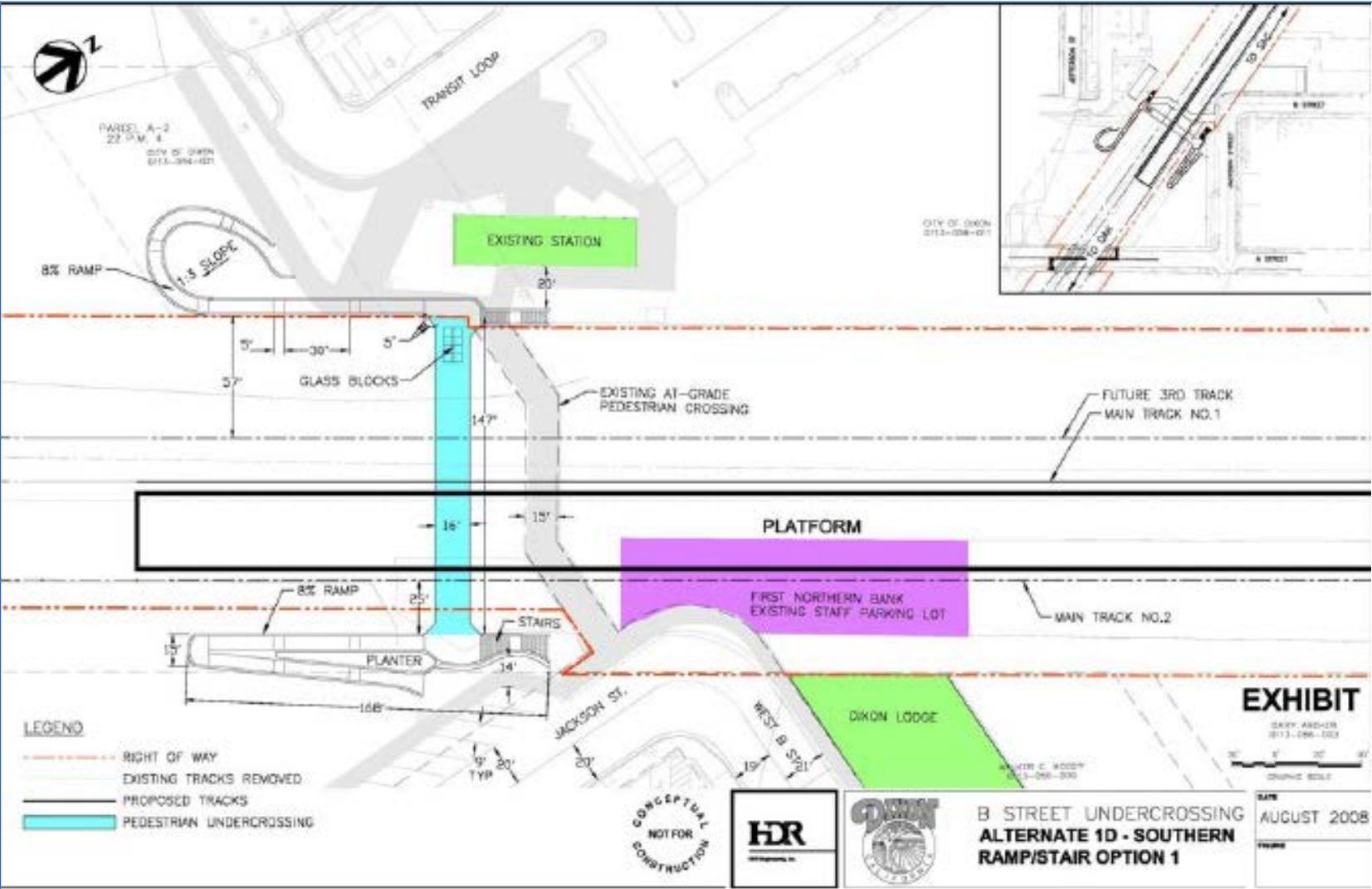
**Recommendation:**

Authorize the Executive Director to:

1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;
2. Negotiate and execute a contract with HDR to complete the design services for the project for an amount not to exceed \$250,000;
3. Negotiate and execute a contract amendment for up to \$100,000 with Quincy Engineering to provide Project Management Services for the project; and
4. Issue a Request for Proposals for construction management services and enter into an agreement not-to-exceed \$600,000.

Attachments:

- A. City of Dixon West B Street Undercrossing Layout
- B. West B Street Undercrossing Agreement between the STA and the City of Dixon



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AGREEMENT  
Between The  
SOLANO TRANSPORTATION AUTHORITY  
And  
CITY OF DIXON  
FOR THE DESIGN AND CONSTRUCTION OF THE DIXON WEST B STREET  
UNDERCROSSING PROJECT

This Agreement ("Agreement") is entered into as of \_\_\_\_\_ between the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("STA"), and the City of Dixon, a municipal corporation ("City"), each individually referred to as a party ("Party") and collectively as the parties (the "Parties").

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo to serve as the Congestion Management Agency (CMA) for Solano County; and

WHEREAS, STA, as the CMA for the Solano County area, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4; and

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities; and

WHEREAS, the City of Dixon's top priority pedestrian and bicycle project is its West B Street Undercrossing Project (Project), located in the vicinity of Dixon's downtown, between North 1<sup>st</sup> Street and North Jefferson Street, which involves the construction of a pedestrian undercrossing to replace an existing at-grade railroad crossing; and

WHEREAS, this Project has been identified as a top priority in the STA's Solano Countywide Bicycle and Pedestrian Plans as well as the Solano Safe Route to School Plan; and

WHEREAS, STA and City have worked cooperatively to obtain grant funding to deliver the Project; and

WHEREAS, due to staffing issues, City does not have sufficient resources to deliver the Project in accordance with the grant timelines; and

WHEREAS, STA has the requisite staff and expertise to assist the City in delivering this Project; and

WHEREAS, STA and the City desire to enter into this Agreement to define the respective roles and responsibilities of the Parties to facilitate the design and construction of the Project.

## **AGREEMENT**

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, STA and City agree as follows:

### **A. City's Role and Responsibilities.**

The City's Role in the Project will be to provide necessary approvals to allow STA to complete the Project. City agrees to:

1. Provide necessary staff support by assigning responsibility to the City Engineer or his designee who will participate in all Project development team meetings and whose approval will be required for all construction change orders;
2. Assign previous design work product to STA and Project consultants except for the contract with TRC Solutions for design of the cap and removal of the abandoned Kinder Morgan fuel line which is in progress;
3. Administer the existing contract scope with City's environmental consultant, Circlepoint, for California Environmental Quality Act (CEQA) and National Environmental Quality Act (NEPA) review;
4. Provide right of way access/encroachment permits at no cost to the Project;
5. Transfer all local sources of money (e.g., Transportation Development Act funds and City's Local Match) to STA for the Project from Funding Sources as set forth in Section E below;
6. Provide consultation and administrative approval of construction drawings; and
7. Provide administrative close out of the Project, which includes such tasks as review and acceptance of Project record drawings, close out of applicable warranty periods, and acceptance of constructed improvements.

### **B. STA's Role and Responsibilities.**

The STA's Role in the Project will be to take all steps necessary to implement Project on behalf of City. STA agrees to:

1. Coordinate Project development team meetings, which will be held no less frequently than monthly;
2. Assist in preparing and processing of environmental clearance documents as required under CEQA and NEPA in preparation for adoption and filing by the City;
3. Finalize design and geotechnical issues;
4. Make application for non-local Project funds in accordance with the Section E below on behalf of the Project;
5. Relocate all utilities;
6. Coordinate with and obtain necessary approvals from Union Pacific Railroad, Public Utilities Commission and any other rail agencies, if required;
7. Appraise and acquire temporary construction easements outside of City right-of-way, if required;

8. Prepare right of way certification;
9. Provide overall Project management oversight and retain necessary Project consultants;
10. Provide monthly Project status memos;
11. Develop and maintain Project delivery and construction schedule;
12. Conduct bid process for construction which will include advertisement in newspapers of general circulation in the City;
13. Oversee construction; and
14. Take the lead in the closing out of Project and record Notice of Completion.

**C. Term**

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project, unless it is terminated or amended pursuant to Sections D and O of this Agreement.

**D. Termination:**

This Agreement may be terminated due to Project funding shortfalls or other unforeseen event(s), as mutually agreed to by the Parties. In the event of loss of funding, the Parties agree to work collaboratively to redirect the Project funds to other portions of the Project or other City roadway projects eligible for such funding.

**E. Estimated Project Funding**

It is anticipated that the Project will be funded in accordance with the sources listed below. To the extent that Project costs are higher than \$6,100,000, STA agrees to leverage discretionary funds from other regional, state or federal sources to fund the shortfall. To the extent actual Project costs are less than \$6,100,000, the parties agree that City’s Local Match will be refunded a proportional shared based on City’s overall local contribution to the Project of approximately 18.8% and STA will retain the remaining funds to re-program for other eligible projects.

<b>Funding Source</b>	<b>Program Year</b>	<b>Fund Sources Total</b>
TDA 4/8	2011-12	\$325,000
TDA 4/8	2012-13	\$325,000
TDA 4/8	2013-14	\$325,000
TDA 3	2012-13	\$125,000
YSAQMD CAF	2012-13	\$100,000
E-CMAQ, if Cycle 2	2012-13	\$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	\$600,000
STIP-TE, if reauthorized	2012-13	\$649,000
State SR2S Grant	2012-13	\$500,000
City’s Local Match		\$1,151,000
<b>Project Total:</b>		<b>\$6,100,000</b>

**F. Mutual Indemnification:**

*1. STA to indemnify City*

STA agrees to indemnify, defend, protect, hold harmless, and release City, its elected bodies, agents, officers, employees and subcontractors (collectively referred to in this paragraph as ‘City’), from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys’ fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of STA. This

indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, City may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this Section. City shall notify STA within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, City's failure to notify STA within said thirty (30) day time limit shall not relieve STA of any obligation imposed by this Section unless STA has been actually prejudiced by such delay.

## *2. City to indemnify STA*

City agrees to indemnify, defend, protect, hold harmless, and release the STA, its elected bodies, agents, officers, employees and subcontractors (collectively referred to in this paragraph as 'STA') from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of City. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, STA may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve City of any obligation imposed by this Section. STA shall notify City within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, STA's failure to notify City within said thirty (30) day time limit shall not relieve City of any obligation imposed by this Section unless City has been actually prejudiced by such delay.

## *3. Each Party to defend itself for concurrent claims*

Each Party agrees to defend itself from any claim, action or proceeding arising out of the negligent act or omission or willful misconduct of its own elected bodies, agents, officers, employees and subcontractors in the performance of this Agreement. In such cases, STA and City agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in subparagraph 5 below.

## *4. Joint Defense*

Notwithstanding subparagraph 3 above, in cases where STA and City agree in writing to a joint defense, STA and City may appoint joint defense counsel to defend the claim, action or proceeding arising out of the negligent act or omission or willful misconduct of City and STA in the performance of this Agreement. Joint defense counsel shall be selected by mutual agreement of STA and City. STA and City agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in subparagraph 5 below. STA and City further agree that neither Party may bind the other to a settlement agreement without the written consent of both STA and City.

## *5. Reimbursement and/or Reallocation*

Where a trial verdict or arbitration award allocates or determines the comparative fault of the Parties, STA and City shall reimburse and/or reallocate defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

## **G. Insurance**

1. Each Party agrees to maintain its status as a legally self-insured public entity for general, auto and professional liability with limits of no less than \$1,000,000 per occurrence. Excess liability coverage may be provided. Each Party's self-insurance will be considered primary for all claims arising out of acts of that Party. Each Party agrees to endorse the other Party, its officials, employees and agents, with coverage equivalent to standard ISO endorsement No. CG2010 for general liability coverage. Each Party also agrees to require all consultant, contractors and subcontractors engaged to work on this Project to name the other Party as an additional insured as well.
2. Each Party will maintain Workers' Compensation as required by law for all its employees with limits not less than \$1,000,000 per occurrence. Neither Party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other Party. Each Party will provide the other with a Waiver of Subrogation endorsement for Workers Compensation. Each Party also agrees to require all consultants, contractors and subcontractors engaged to work on this Project to carry the same Workers Compensation insurance limits and endorsements.
3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

## **H. Dispute Resolution**

The Parties agree that any disputes should be resolved at the lowest possible level. Accordingly, should a dispute arise between the STA and City regarding the performance of this Agreement, the Parties agree that the STA Executive Director and City Manager shall initially meet and confer. Should these two fail to reach consensus within two weeks, the dispute shall be referred first to a STA Board Subcommittee comprised of the Mayor of Dixon along with the Solano County Supervisor. Should that Subcommittee fail to resolve the dispute within 2 further weeks, the issue will be presented to the full STA Board for resolution. If either party contests the decision of the STA Board, the parties agree to submit the dispute to arbitration and exchange with the other, in accordance with a procedure to be established by the arbitrator, its best offer. The arbitrator shall be limited to awarding only one or the other of the two positions submitted.

## **I. Subcontracts.**

Within the funds allocated by the Parties under this Agreement, STA may be authorized by the STA Board to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

## **J. Notice**

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Party shall be addressed to the other Party at the addresses set forth below. A Party may change its address by notifying the other Party of the change of address. Any notice sent by mail in the manner prescribed by this Paragraph shall be deemed to have been

received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

TO STA:  
Daryl K. Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
Attn: Janet Adams, Director of Projects

TO CITY:  
Jon Cox, Interim City Manager  
City of Dixon  
600 East A Street  
Dixon, CA 95620  
(707) 678-7000  
Attn: Morrie Barr, Interim Public Works Director/City Engineer

**K. No Waiver**

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

**L. Assignability**

Neither Party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other Party, and any attempt by either Party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

**M. Governing Law and Venue**

The construction and interpretation of this Agreement and the rights and duties of the Parties shall be governed by the laws of the State of California with venue residing in Solano County.

**N. Force Majeure**

Neither the STA nor City shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the STA or City.

**O. Prior Agreements and Amendments**

This Agreement represent the entire agreement of the Parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

**P. Severability**

If any provision or portion of this Agreement is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

**Q. Compliance with all Laws**

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes.

**R. Non-Discrimination Clause**

1. During the performance of this Agreement, the Parties and their subcontractors shall not deny any benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
2. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated pursuant to it (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

**S. Access to Records and Retention**

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

**T. Interpretation**

Each Party has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if both Parties drafted it. The captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Agreement.

The Parties have executed this Agreement on the day and year first written above.

"STA"  
Solano Transportation Authority

"CITY"  
City of Dixon

By \_\_\_\_\_  
Daryl K. Halls, STA Executive Director

Approved as to form:

By \_\_\_\_\_  
STA Legal Counsel

By \_\_\_\_\_  
Jon Cox, Interim City Manager

Approved as to form:

By \_\_\_\_\_  
City Attorney



DATE: September 2, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Express Lanes Network Letter of Support

---

**Background:**

An Express Lane is a toll enacted on single-occupant vehicles that wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs), also known as carpools. Tolls are collected either by manned toll booths, automatic number plate recognition, or electronic toll collection systems.

Express Lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour.

The concept is an expansion of HOV Lanes and an effort to maximize their efficiency in moving vehicles. HOV Lanes are designed to promote vehicle sharing and use of public transportation by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes provides a mobility option for single-occupant vehicles to provide reliable travel at a variable price.

Express Lanes are often constructed within the existing road space and provide an option for commuters and non-routine drivers. The Express Lanes benefit drivers by providing the ability to pay to get through traffic quickly; e.g., a family seeking to catch a flight or a plumber wanting to get to his customer quickly may come out ahead financially from using the Express Lane. Funds raised from Express Lanes tolls would be used to pay for the maintenance and operations of the lane(s), payment of debt for the initial construction of the lane(s) and to build out the Express Lanes network in the Bay Area. Additional funds can also be used for supporting transit service in the corridors.

Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

In February 2009, the STA Board authorized the 3-tiered implementation of Express Lanes for the I-80 and I-680 corridors and to pursue Express Lanes for priority segments. Since that time, STA has been working with the Metropolitan Transportation Commission (MTC) and Caltrans as part of a region-wide evaluation process. MTC has proposed the regional Express Lanes Network concept which involves converting existing HOV Lanes to Express Lanes and using the revenue generated to finance completion of the HOV/Express system as well.

**Discussion:**

There have been many developments since April 2009 when MTC incorporated an 800-mile Bay Area Express Lane Network into Transportation 2035: Change in Motion, the region's long-range transportation plan. Additional planning and engineering work has been completed and a consensus has been established that a regional system of Express Lanes should exist in the Bay Area.

While Assembly Bill (AB) 744 (the original MTC legislative approach for authorizing Express Lanes) made it through the Assembly and to its final committee, the Senate Appropriations Committee, there was additional pressure for amendments that the region concluded would exact too high a price. One of the interest groups requesting additional amendments was the Caltrans engineers union, Public Engineers of California Government (PECG), which sought to require that Caltrans be granted ultimate responsibility for design of the construction projects required to implement the network. The Region was unwilling to accept this proposal due the risks that the change would result in delays and higher costs. In addition, despite repeated efforts to negotiate an acceptable compromise with environmental organizations, such a compromise was not forthcoming. Amendments requested included unrealistic funding set-aside requirements for public transit and the elimination of certain projects in Alameda, Santa Clara and Solano Counties from the network. Ultimately, the amendments would have significantly compromised the ability to finance the network. In addition, amendments insisted upon by the Senate Transportation and Housing Committee restricted any bridge toll contributions to loans for the network, further undermining the original financial model that was based on an Express Lane network that relied upon BATA's excellent credit rating and used bridge tolls to help provide cash-flow in the short term and back-up revenue in the event that the Express Lane tolls were insufficient to meet bond obligations.

Additionally, due to the recession, some of the key assumptions affecting the potential revenues that would be generated by the network have changed substantially since the planning process began in 2005. For instance, there are now one million fewer jobs in the Bay Area than was projected in Projections 2003, which formed the basis of the revenue forecast in Transportation 2035. In addition, the estimated cost of constructing the regional network has increased by \$1.4 billion since Transportation 2035 was adopted. A substantial portion of the increase is due to escalation costs resulting from a revision in the completion schedule from 2016 to 2021.

Given these various factors, MTC is pursuing an alternative strategy for authorizing the regional Express Lane network. This strategy is to pursue the Network authorization under current law (Streets and Highways Code Section 149.7), which provides for regional transportation agencies can apply to the California Transportation Commission (CTC) until December 31, 2011, for up to two Express Lane "facilities" in Northern California. Under changes made in AB 798 (Nava), 2009, the CTC has authority to approve these applications and authorize the use of tolls. MTC staff has worked with Caltrans and the Congestion Management Agencies (CMAs) to determine the appropriate scope and phasing of the network to be submitted to CTC in the fall 2011. The approach is to focus on a 460-mile network, estimated at approximately \$3 billion. This approach focuses on the I-80, I-580, I-680, I-880 and U.S. 101 corridors in Santa Clara and San Mateo and closes key gaps in the existing HOV Lanes network. This backbone is expected to be more financially feasible than the full 800-mile network in the Transportation 2035 Plan, particularly in light of the sustained economic downturn. Under this revised approach, MTC would submit a Project

Study Report (PSR) to the CTC as the authorizing document to gain approval of back-bones network in the Bay Area. MTC is seeking a Letter of Support from the CMAs. As shown in the Fact Sheet (Attachment A), I-80 and I-680 in Solano County are included in the backbone network. As the proposed network within Solano County includes the STA Board's adopted priority routes, staff is recommending STA sending a Letter of Support to the CTC (Attachment B).

In addition to getting the authority to develop a regional Express Lane network, MTC would need the ability to issue Express Lane revenue bonds in order to accelerate construction. While BATA already issues bridge toll bonds, MTC lacks bond issuing authority for state highway projects. One potential avenue to achieve this is through the newly-created California Transportation Finance Authority (CTFA), established by AB 798 (Nava). This new government body is empowered to review various types of public toll project proposals and may grant local and regional agencies the authority to issue toll revenue bonds.

On August 31, 2011, the STA Technical Advisory Committee (TAC) approved the recommendation to send a Letter of Support for the Regional Express Lanes Network.

**Recommendation:**

Authorize the STA Chair forward a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network that includes the I-80 and I-680 Corridors in Solano County.

Attachments:

- A. Bay Area Regional Express Lanes Fact Sheet
- B. STA Letter of Support

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# Bay Area Express Lanes Network

## Background

MTC intends to submit an application for a public partnership for High Occupancy Toll Lanes, also called Express Lanes, to the California Transportation Commission (CTC) in September 2011 for approval at the October meeting. The application is consistent with the region's adopted long-range Transportation 2035 Plan, which envisions an integrated, seamless system of express lanes in the Bay Area.

The application is in accordance with Section 149.7 of the Streets and Highways Code (AB 1467, 2006). It includes an approved programmatic PSR and a Letter of Finding by the California Department of Transportation (Caltrans) assessing operational impacts and certifying the application is consistent with state highway system requirements.

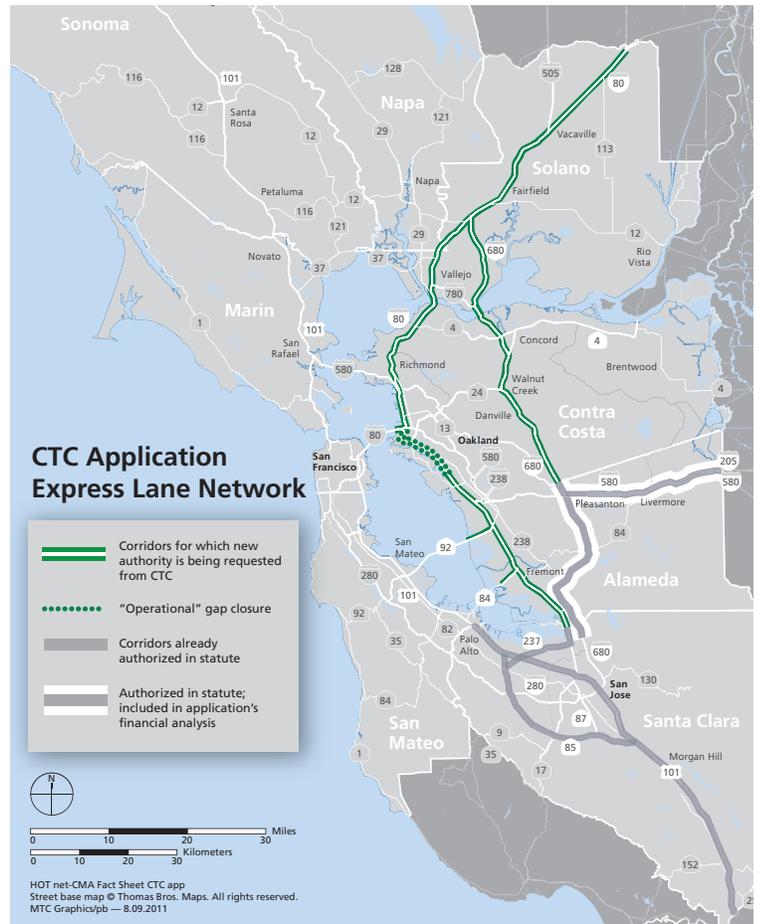
## Project Goals

Bay Area highway congestion is consistently among the worst in the nation, regional travel is slow and unreliable. The carpool lane system is fragmented by gaps that can't be closed for many decades due to lack of funds, making carpooling and transit less effective. Project goals include:

- **Connectivity:** Use express lane toll revenues to close gaps within the existing HOV lane system to increase travel time savings for carpools and buses.
- **Efficiency:** Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system.
- **Reliability:** Provide a reliable, congestion-free transportation option.

## The Bay Area Express Lanes System

The application seeks CTC authority to implement Express Lanes on three routes: I-80 in Alameda, Contra Costa and Solano counties, I-880 in Alameda County, and I-680 in Solano and Contra Costa counties. In the near term, mobility and connectivity through the northern section of I-880 through Oakland, where there is no existing HOV lane, would be addressed through operational strategies. These corridors will complement ex-



	Miles Total	Miles Previously Authorized	Miles of New Authority
Convert existing HOV Lanes to Express Lanes*	340	190	150
Widen existing freeways to create Express Lanes	210	90	120
Operational gap closure	20	0	20
<b>Total</b>	<b>570</b>	<b>280</b>	<b>290</b>

\*includes the existing I-680 Sunol Express Lanes

press lanes authorized under existing statute in Alameda and Santa Clara counties: I-680, I-580, Route 237/I-880 interchange, and U.S. 101/Route 85.

MTC, Caltrans and county Congestion Management Agencies are committed to seamless operation of the previously and newly authorized express lanes as a single system.

(Continued)

## Elements of Application

The application outlines possible phasing, tolling and financing approaches in order to demonstrate financial and operational feasibility under a range of conditions. It does not, however, commit the region to specific policies.

**Operational Assessment:** The Express Lane Network will make optimum use of available capacity within the existing HOV lanes and within the new Express Lanes. This utilization along with improved transit reliability within the Network corridors will improve the operation of the Bay Area's freeways.

**Costs:** Costs to design, construct, implement and operate the segments of the Network were developed by segment, taking into account improvements that ensure safety, operation, and cost containment. The total capital cost ranges from \$3 billion to \$3.6 billion (in year of expenditure dollars), depending on the speed of implementation.

**Schedule:** The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes. The application envisions an expedited 4-year process for the conversion projects and an expedited 6-year process for the new lanes. In financial analysis scenarios described below, conversion projects generally precede construction of new lanes.

**Financial Analysis:** The financial analysis includes the I-680 and I-580 authorized corridors, reflecting Alameda County Transportation Commission's expressed interest in entering into an agreement with MTC. The route 237/880 and U.S. 101/Route 85 projects are assumed to remain financially independent.

To demonstrate financial feasibility, the analysis explores two scenarios that bookend a range of possible outcomes:

**Base Case** – Shows the bulk of the network could be completed by 2025 (with one last segment in 2030) with higher revenue from higher traffic demand, tolling throughout the day (e.g. 6 AM to 7 PM), and increasing HOV occupancy requirements to HOV3+ as the network becomes more connected in 2020.

**Conservative Case** – Shows that the network could be completed by 2035, under more conservative revenue assumptions, such as limiting tolling to peak periods and maintaining current HOV occupancy requirements until carpool lanes fill up or 2035, whichever comes first.

While it is too early to determine the actual toll rates, the analysis demonstrates financial feasibility based on toll rates in the range of \$0.14 per mile to \$1.00 per mile in 2020. These rates are comparable to current rates on the I-680 Express Lanes (average peak period toll of \$3 for 14 miles) and State Route 91 Express Lanes in Orange County (\$10 for 10 miles).

## What Comes Next?

MTC will consider this application at the September 9 meeting of the Planning Committee and September 28 meeting of the full Commission. The CTC will consider MTC's application at its meeting on October 26-27. The CTC's ability to authorize new express lanes projects expires on December 31, 2011.

Upon approval, MTC and its regional partners, including Caltrans and the CMAAs, will undertake the following steps to establish the network:

- Conduct detailed analysis of traffic, toll policy, revenue and financing options.
- Assign project development responsibilities.
- Develop a project-specific Project Study Report for each construction project, followed by a Project Report and environmental documentation, including required companion studies
- Determine a method of project delivery for each segment.
- Coordinate on operating policies.

## Key Dates for Application

**September 9** — MTC Planning Committee

**September 28** — MTC Full Commission

**October 26/27** — California Transportation Commission



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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TDD/TTY: 510.817.5769  
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e-mail: [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
Web site: [www.mtc.ca.gov](http://www.mtc.ca.gov)

August 2011

Mr. Dario Frommer, Chair  
 California Transportation Commission  
 1120 N Street, Room 2221 (MS-52)  
 Sacramento, CA 95814

Dear Chairman Frommer and Commissioners:

The \_\_\_\_\_ Authority, acting as the congestion management agency for \_\_\_\_\_ County, is writing in support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional express lanes network and urges the California Transportation Commission (Commission) to make a finding of eligibility under Streets & Highway Code \_\_\_\_\_. The board of directors acted on \_\_\_\_\_, 2011, to affirm this support.

The express lanes network is a component of *Transportation 2035*, the long-range transportation plan for the San Francisco Bay Area. This request before the Commission represents the culmination of significant efforts to define and study the technical and financial feasibility of moving forward with the express lanes network. High-occupancy vehicle (HOV) lanes are already an essential part of the regional transportation system, but they could be even more extensive and make a greater contribution to regional mobility, if they were to reach their full potential. Currently, the HOV lanes are a “patchwork” rather than a network. The implementation of the network for which MTC is seeking authority on behalf of the region would be a powerful tool for management of the freeway system. It would yield the following benefits:

- **Connectivity.** Additional HOV lanes would be constructed to close gaps and permit longer contiguous trips on the lanes than are currently possible or foreseeable under current funding circumstances. The network will become a much more attractive and efficient mobility option for travelers when gaps are closed.
- **Capacity Enhancement/System Performance.** Current underutilization of HOV lanes creates the opportunity to balance the usage of all lanes and increase vehicle and person throughput, as a result of careful real-time pricing strategies. Overall system performance can be improved by a more extensive HOV/express lane network that can be fine-tuned through pricing.
- **Travel Time Savings.** Offering travelers the option of using the express lane provides an opportunity to save travel time, especially on those occasions when being on time is of great value to the user.
- **Reliability.** In addition to time savings, reliability is an important value to users. If predictability can be assured, experience with express lanes in other regions has shown that users will pay the toll, even at times when there is not significant congestion on the adjacent general purpose lanes.
- **Bus Transit improvement.** Substantially enhanced connectivity and improved reliability will make express bus travel much more attractive and thereby lead to increased ridership. This will lead to reduced congestion, energy consumption and air emissions.

Of course, each segment of the network has its own special characteristics. As each project of the express lane network is developed, we understand that there will be detailed analysis of operational and environmental impacts specific to that project. The \_\_\_\_\_ Authority expects to participate in the project development process for those corridors within our jurisdiction. In the meantime, we are pleased to give wholehearted support and endorsement to the MTC application for moving ahead with the next steps toward a regional express lane network. We urge Commission approval of the application.

Sincerely yours,



DATE: September 9, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) Scenario Modeling  
Priority Projects for Solano County

---

**Background:**

Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

The two agencies are developing land use and transportation scenarios to test using MTC's traffic model. The results of these tests will help guide MTC and ABAG as they develop the SCS and RTP. There are 5 land use and 2 transportation scenarios. Four of the 5 land use scenarios look at increasing development in the core Bay Area, especially in the major urban areas of San Jose, San Francisco, Oakland and Fremont. The fifth scenario assumes a larger percentage of growth, both residential and employment, in the suburban counties, including Solano. The transportation scenarios are designed to provide transportation resources that are consistent with the overall nature of the land use scenarios.

**Discussion:**

MTC has asked the Congestion Management Agencies (CMAs) to identify their highest priority regionally significant projects, for inclusion in one or both of the transportation scenarios to be used in SCS/RTP modeling. This does not include regional priority projects such as the I-80 Express Lane network. STA has identified the following for Solano County as priority projects included in Attachment A as that should be included in the RTP/SCS scenarios for modeling.

MTC has requested that the CMAs provide the prioritized list of projects to be used in scenario modeling by August 26<sup>th</sup>. The STA Technical Advisory Committee reviewed the proposed scenario modeling priority project list at its meeting of August 31, 2011, and recommended the list be approved by the STA Board. If the STA Board identify different priority projects, STA staff will work with MTC to request a switch of which projects are included in the scenario modeling.

**Fiscal Impact:**

None at this time. MTC will provide a final fund estimate for RTP projects at a later date, and STA will submit a formal project list consistent with that fund estimate. Projects included in the scenario modeling priority list will be included in formal project submittal.

**Recommendation:**

Approve the RTP scenario modeling priority project list for Solano County as specified in Attachment A.

Attachment:

- A. List of Solano County's Priority Projects for MTC's RTP Scenario Modeling

**List of Solano County's Priority Projects for MTC's RTP Scenario Modeling**

- I-80/I-680/SR-12 Interchange (Phase I)
- Jepson Parkway
- Fairfield/Vacaville Rail Station
- Fairfield Transit Center Expansion, Phases 1, 2 and 3
- Curtola Transit Center
- Vallejo Station Ferry Terminal Intermodal Facility
- Vallejo Ferry Maintenance Facility on Mare Island
- Redwood Parkway/Fairgrounds Drive Improvements
- Vacaville Intermodal Center Phase 2



DATE: September 6, 2011  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Local Street and Roads (LS&R) Proposed Solano County Annual Report

---

**Background:**

Between 2006 and 2010, about 32% of roadway pavement countywide (about 1,000 lane miles) was considered to be in “at-risk, poor, or failed” condition. These are roadways that experience extensive cracking and potholes that allow water to deteriorate the roadway at faster rates and slow the speed of drivers navigating these hazards. Pavement in this condition can no longer be repaired by relatively cheap means. Deferred street maintenance costs for these roadways can balloon from \$35,000 per mile to over \$1.8M per mile if neglected for as little as five to seven years.

*Percent of Lane Miles Considered “At-Risk, Poor, or Failed” by Jurisdiction*

- 47%, Benicia (88 lane miles, 24% worse since 2006)
- 19%, Dixon (24 lane miles, 2% worse since 2006)
- 17%, Fairfield (121 lane miles, 3% worse since 2006)
- 68%, Rio Vista (31 lane miles, no data)
- 31%, Suisun City (46 lane miles, 24% better since 2006)
- 13%, Vacaville (71 lane miles, 5% worse since 2006)
- 55%, Vallejo (374 lane miles, steady since 2006)
- 36%, County of Solano (332 lane miles, 5% better since 2006)
- 32%, Countywide Weighted Average (1,090 lane miles, steady since 2006)
- 34% of the Bay Area’s roads are in similar condition.

However, the number of roadway miles in Solano County in “fair” condition doubled from 209 to 452 during this same time period. These roads can quickly become the baby-boomer generation of expensive at-risk pavement, potentially increasing the number of Solano’s deteriorated lane miles by 40% in less than five years.

On average, California cities pay about 71% of street rehabilitation project costs with local funding while counties depend on state funds for 56% of street rehabilitation project costs. Federal funds contribute between 6% to 10% of street rehabilitation funding.

**Discussion:**

On June 27<sup>th</sup>, STA staff presented more detailed information regarding each local agency’s street rehabilitation investments (Attachment A) at the STA Board workshop. After reviewing the Metropolitan Transportation Commission’s (MTC) recent publication “The Pothole Report: Can the Bay Area Have Better Roads?” (Attachment B), STA staff recommends additional research

and annual reports that focus on Solano County's roadway conditions. Specifically, Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests attached. As an example, Attachment C is San Francisco's pavement condition map.

At the June 29<sup>th</sup>, TAC meeting, TAC members specifically recommended collecting accurate street rehabilitation funding information and asked that the STA produce maps and reports that would help public works staff present pavement rehabilitation issues to the public and to decision makers.

Attached is a Scope of Work for STA Annual Local Streets and Roads reports (Attachment D). The scope of work describes creating GIS street condition maps, collecting current & historic street rehabilitation project and funding information from Solano local agencies, and drafting countywide and local street rehabilitation summaries to clarify street rehabilitation needs for decision makers and the public. The cost of generating GIS data from MTC's Streetsaver program is \$10,000 for the entire county (Attachment E), \$1,250 per year for a STA Streetsaver license, and \$1,000 per year for technical support.

On August 31, 2011, the STA TAC unanimously recommended approval of the staff recommendation. TAC members requested that STA staff ensure that the latest pavement condition information for their agencies are included in the report.

**Fiscal Impact:**

For FY 2011-12, the STA would enter into an agreement with MTC for Streetsaver GIS and Streetsaver Program services not to exceed \$12,250. For FY 2012-13, the annual license and technical support cost would be \$2,250 per year. This cost could be reduced by \$1,000 per year should STA staff recommend not paying for additional technical support.

**Recommendation:**

Approve the following:

1. Scope of Work for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services as specified in Attachment D; and
2. Authorize the Executive Director to enter into an agreement with MTC for Streetsaver Program services for an amount not-to-exceed \$12,250 for FY 2012-13 and an annual license of \$2,250 per year.

Attachments:

- A. MTC Pothole Report with attached Solano County Local Streets and Roads Local Agency Facts Sheets
- B. MTC Pothole Report: "Can the Bay Area Have Better Roads?", June 2011
- C. San Francisco's Pavement Condition Map
- D. STA Annual Local Streets and Roads Report, Scope of Work
- E. MTC Streetsaver quote for "Technical Service Plan – Solano Countywide GIS Mapping Integration"

# The Pothole Report:

Can  
Solano  
County  
have  
better  
roads?

June 2011

STA Board Workshop



# The Pothole Report:

Gravel:  
The new  
road  
standard

June 2011

STA Board Workshop

**STa**

*Solano Transportation Authority*



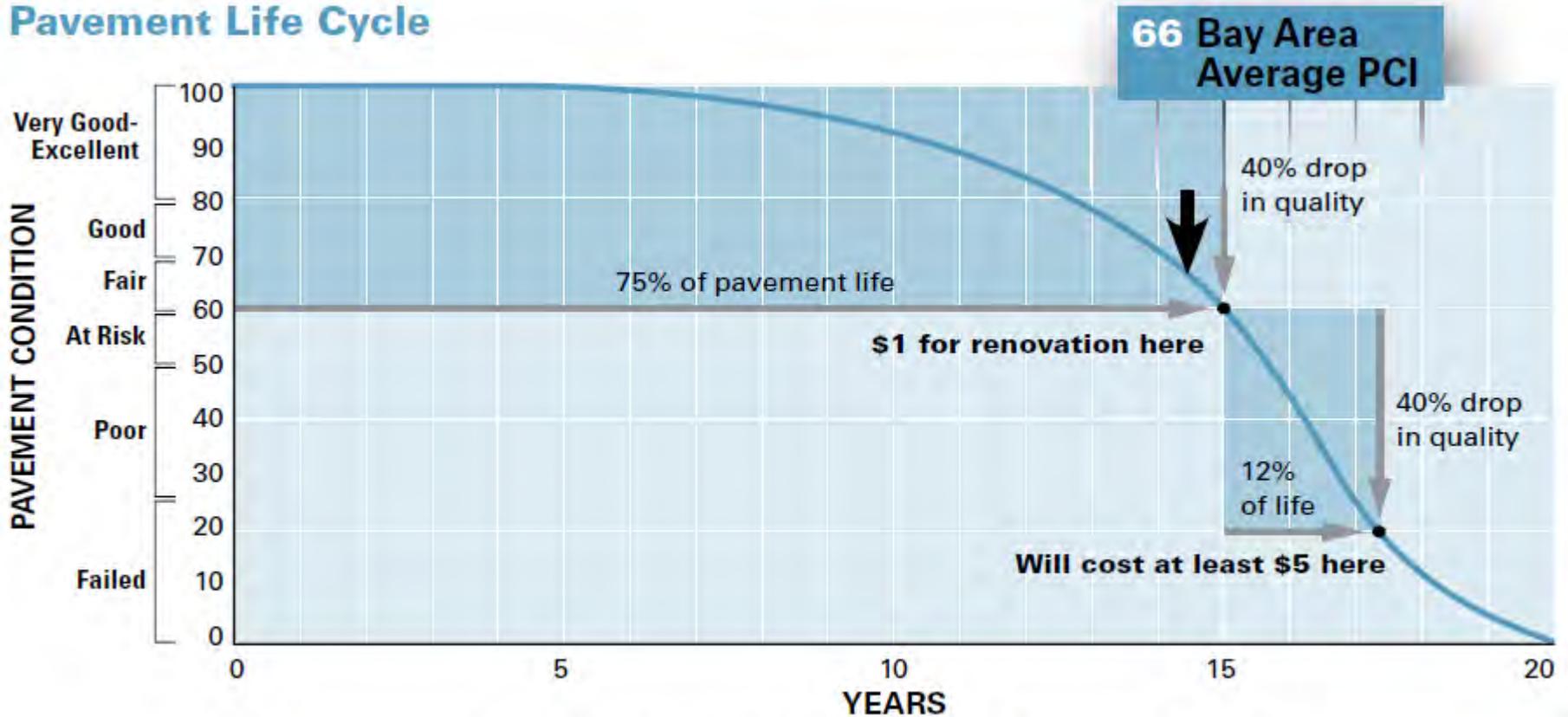
# Overview: Local Streets and Roads

- Understanding pavement conditions, maintenance costs and countywide trends
- Breaking down pavement rehabilitation funding sources used by Solano cities and the County of Solano
- Pavement conditions by agency



# MTC Pavement Life Cycle Chart

## Pavement Life Cycle



*Time varies depending on traffic, climate, pavement design, etc.*

# THE STREETS OF SAN FRANCISCO: A VISUAL GUIDE

	<table border="1"> <tbody> <tr> <td>Rating:</td> <td><b>Very Good - Excellent</b></td> </tr> <tr> <td>PCI Score:</td> <td><b>100 - 85</b></td> </tr> <tr> <td>Treatment Required:</td> <td><b>None</b></td> </tr> <tr> <td>% of SF Blocks:</td> <td><b>20%</b></td> </tr> <tr> <td>Cost/Block:</td> <td><b>\$0</b></td> </tr> </tbody> </table>	Rating:	<b>Very Good - Excellent</b>	PCI Score:	<b>100 - 85</b>	Treatment Required:	<b>None</b>	% of SF Blocks:	<b>20%</b>	Cost/Block:	<b>\$0</b>
Rating:	<b>Very Good - Excellent</b>										
PCI Score:	<b>100 - 85</b>										
Treatment Required:	<b>None</b>										
% of SF Blocks:	<b>20%</b>										
Cost/Block:	<b>\$0</b>										
	<table border="1"> <tbody> <tr> <td>Rating:</td> <td><b>Fair – Good</b></td> </tr> <tr> <td>PCI Score:</td> <td><b>84 - 64</b></td> </tr> <tr> <td>Treatment Required:</td> <td><b>Maintenance</b></td> </tr> <tr> <td>% of SF Blocks:</td> <td><b>31%</b></td> </tr> <tr> <td>Cost/Block:</td> <td><b>\$9,000</b></td> </tr> </tbody> </table>	Rating:	<b>Fair – Good</b>	PCI Score:	<b>84 - 64</b>	Treatment Required:	<b>Maintenance</b>	% of SF Blocks:	<b>31%</b>	Cost/Block:	<b>\$9,000</b>
Rating:	<b>Fair – Good</b>										
PCI Score:	<b>84 - 64</b>										
Treatment Required:	<b>Maintenance</b>										
% of SF Blocks:	<b>31%</b>										
Cost/Block:	<b>\$9,000</b>										



Rating:	<b>At Risk - Fair</b>
PCI Score:	<b>63 - 50</b>
Treatment Required:	<b>Resurfacing</b>
% of SF Blocks:	<b>30%</b>
Cost/Block:	<b>\$97,800</b>



Rating:	<b>Poor - Failed</b>
PCI Score:	<b>49 - 0</b>
Treatment Required:	<b>Reconstruction</b>
% of SF Blocks:	<b>19%</b>
Cost/Block:	<b>\$436,400</b>

# Examples of Streets in "Poor" Condition in the City of Fairfield



Walters Place

PCI = 43



Verdin Court

PCI = 36



Dover Terrace  
Cul-de-Sac

PCI = 40

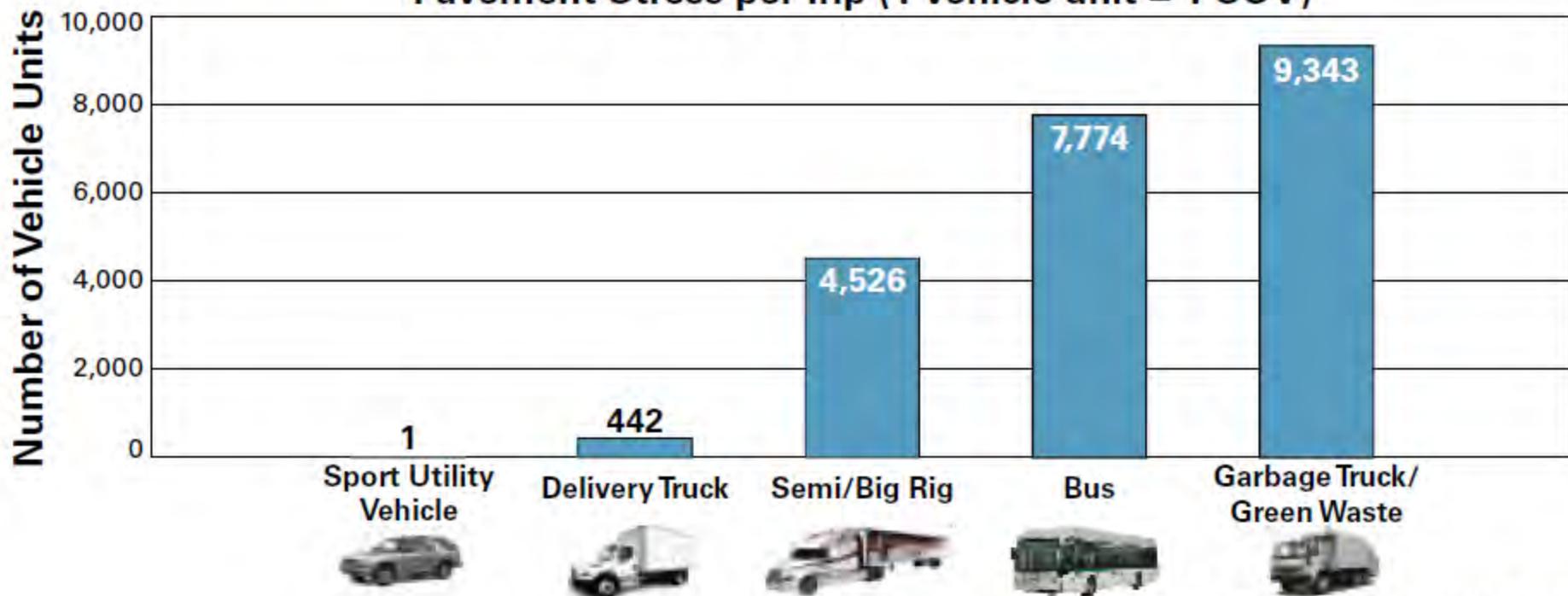


Neitzel Road

PCI = 35

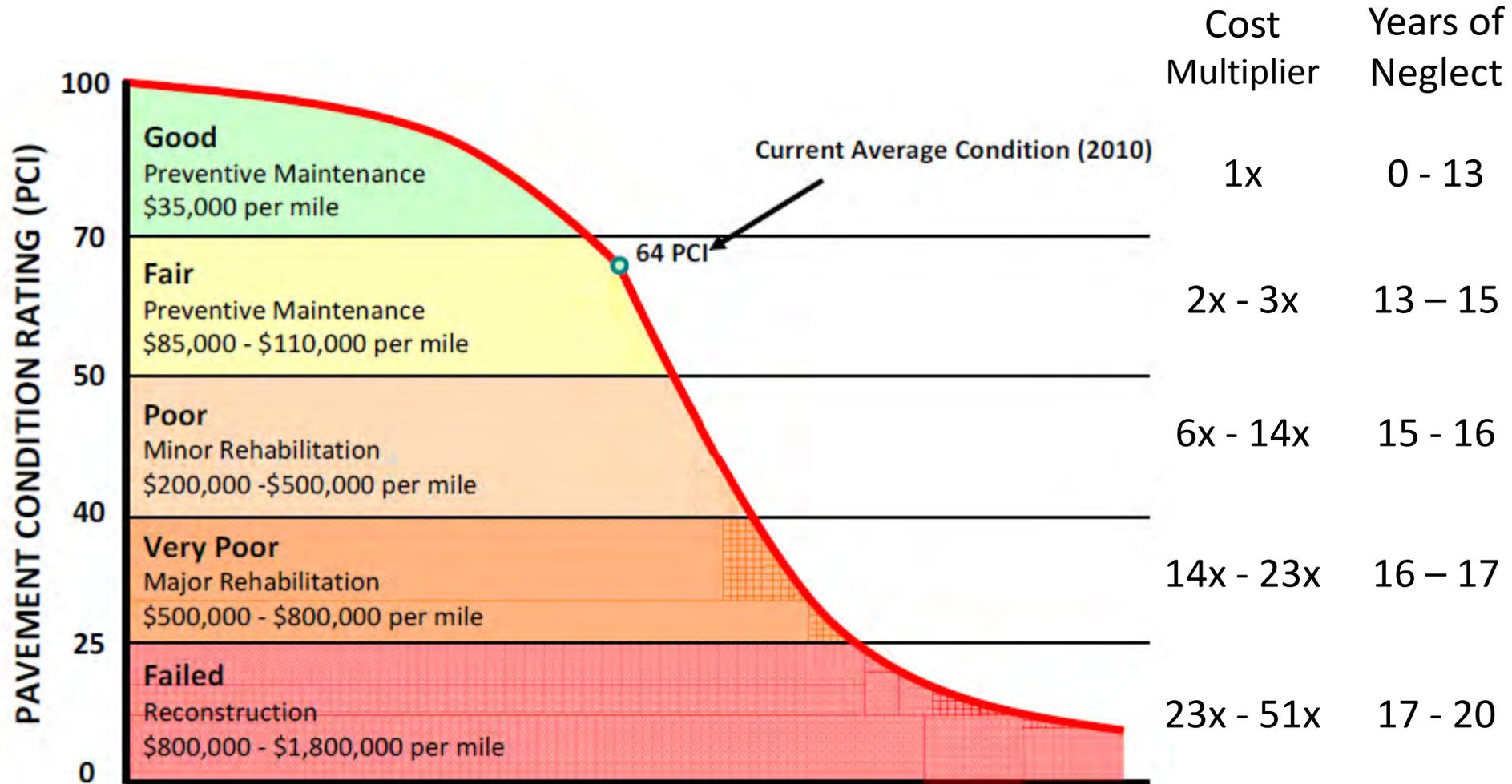
## Relative Impact of Vehicle Types on Pavement Conditions

Pavement Stress per Trip (1 vehicle unit = 1 SUV)



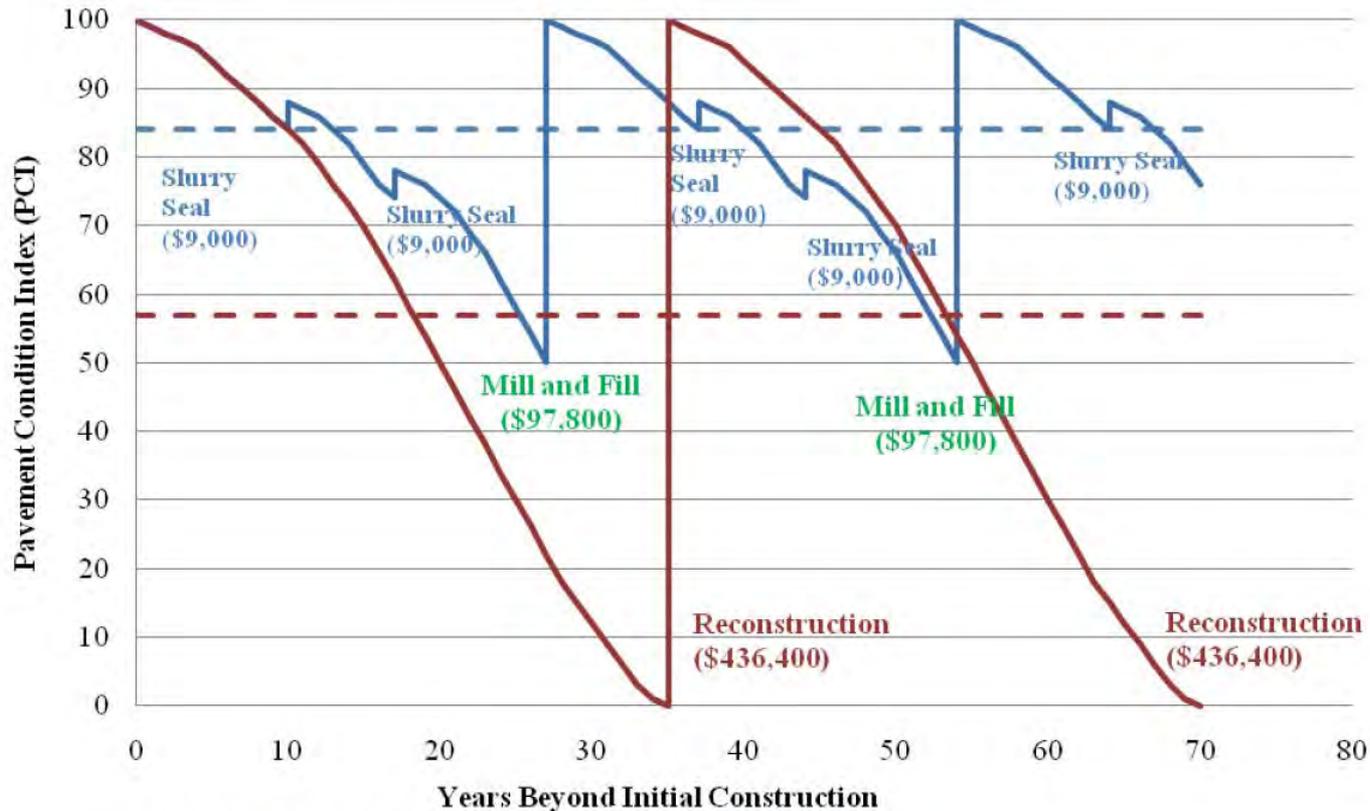
Source: Pavement Engineering, Inc.

# The Cost of Delaying Preventative Maintenance



# No maintenance is 3.6x more expensive than preventative maintenance in the long run

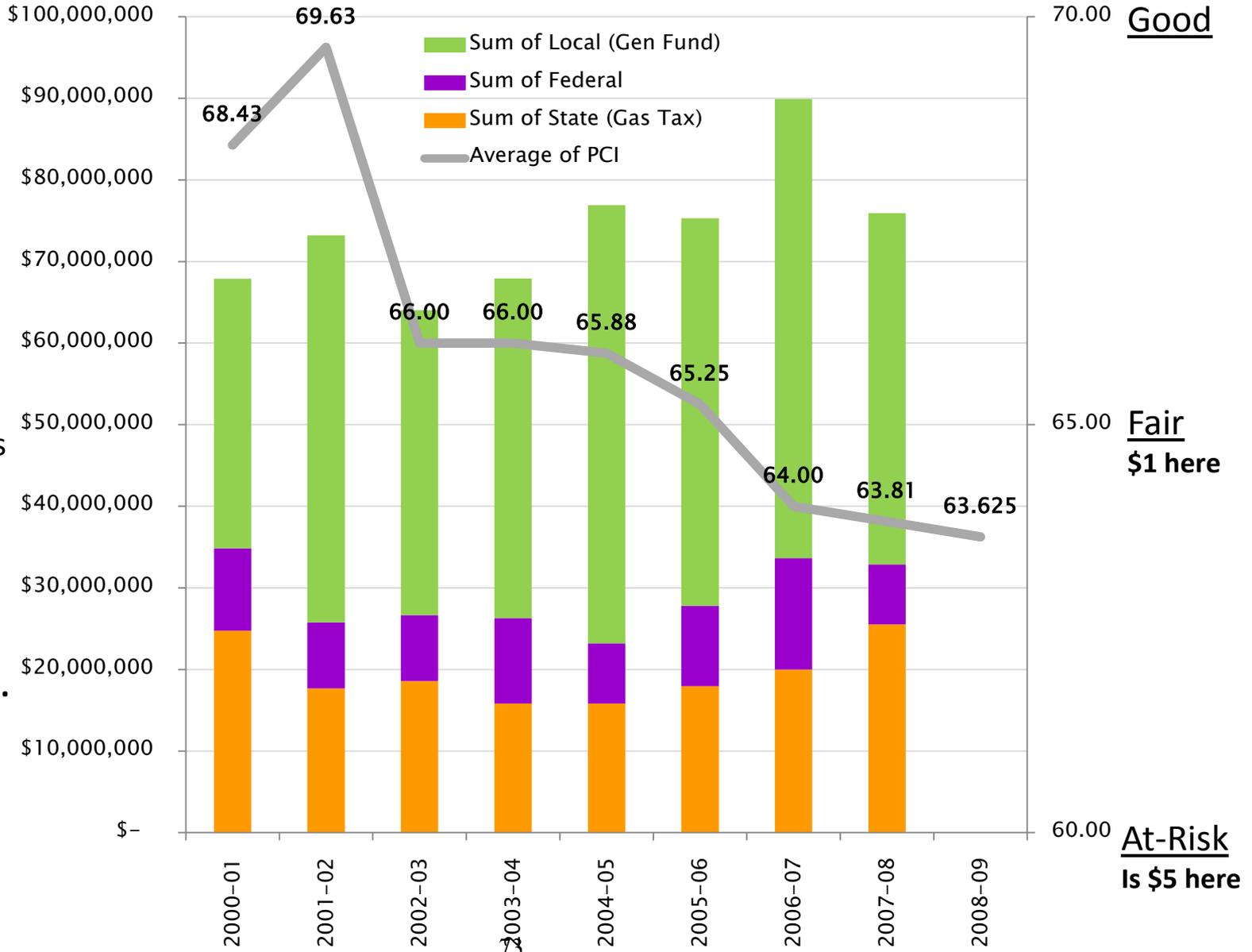
Figure 4: Pavement Life Cycle and Cost Efficiency



**3.6x** NO MAINTENANCE  
 Total cost = \$872,800 per block  
 - - - Average PCI = 57

**1x** MAINTENANCE  
 Total cost = \$240,600 per block  
 - - - Average PCI = 84

# Countywide LS&R Investments with PCI Average



PCI has dropped about 6 PCI points since 2002, from almost “good” to low in the “fair” range.

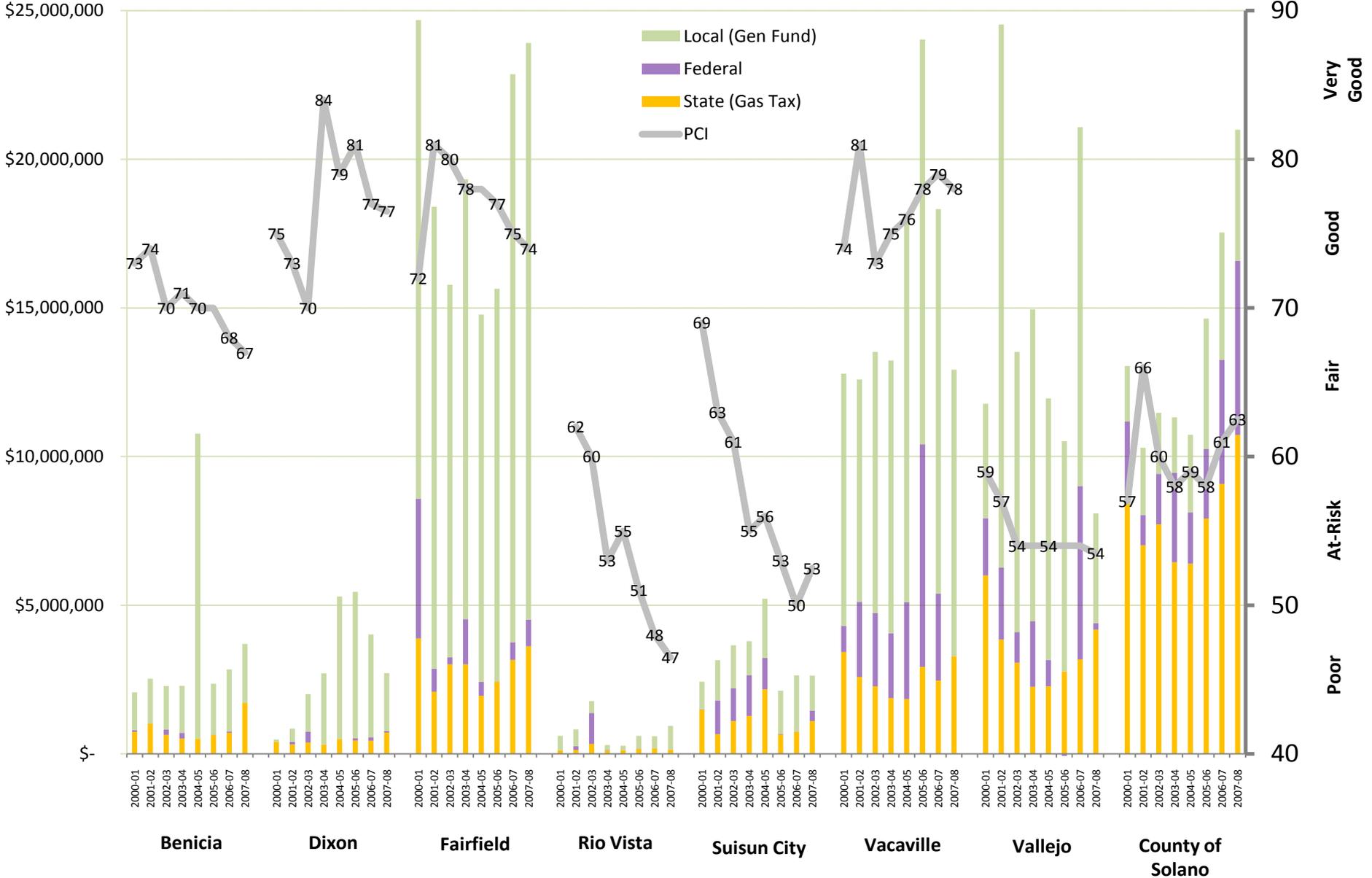
Solano County is closing on “At-Risk” street rehabilitation costs, multiplying costs by **5 times**.

Good

Fair  
\$1 here

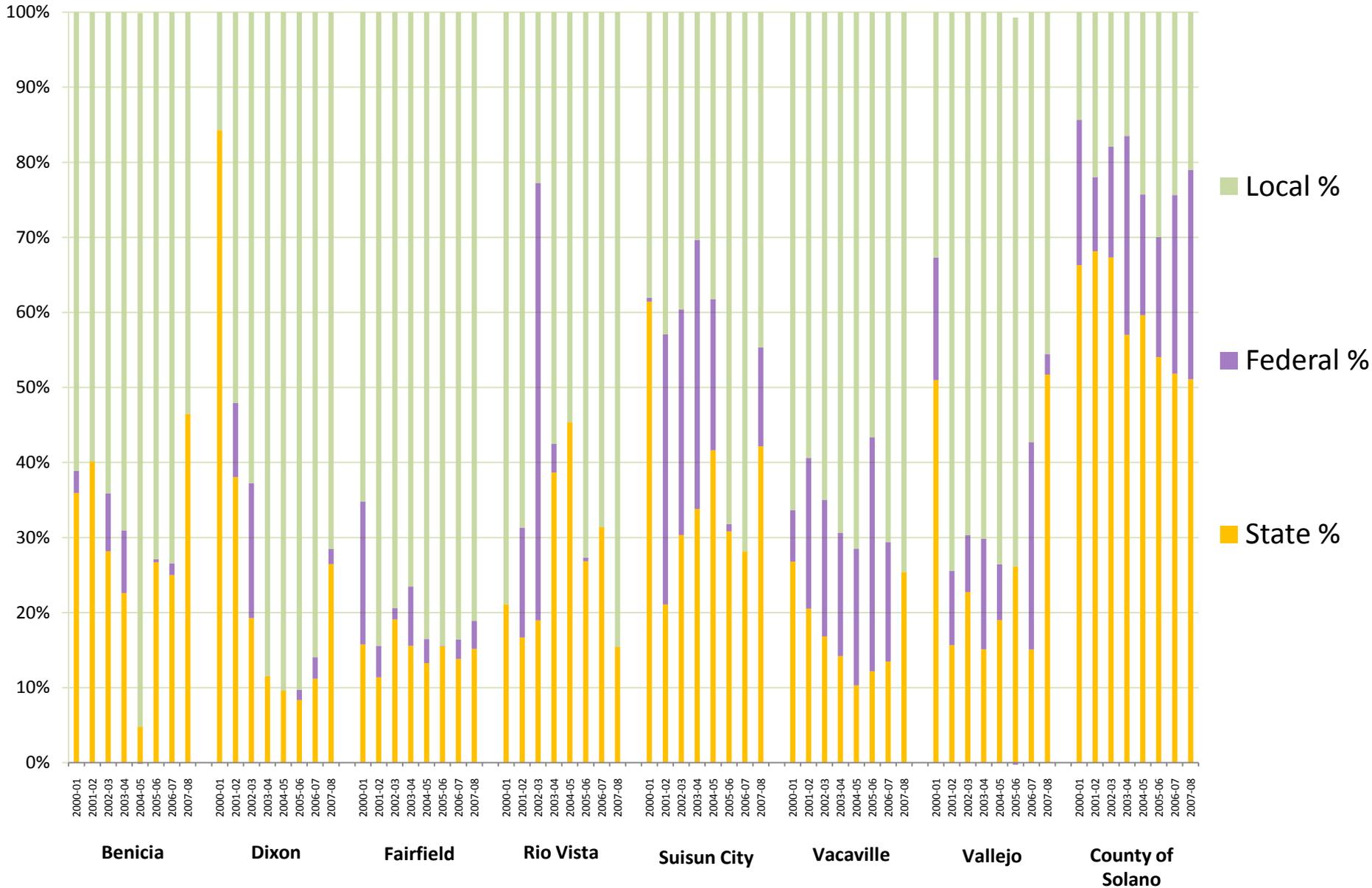
At-Risk  
Is \$5 here

# Pavement Condition over Local, State, and Federal LS&R Investments By Solano Jurisdiction from 2000-01 to 2007-08



Investment Data retrieved from CA State Controller's Office, "Streets and Roads Annual Reports" 2000-01 to 2007-08, [http://www.sco.ca.gov/ard\\_locrep\\_streets.html](http://www.sco.ca.gov/ard_locrep_streets.html)  
 Pavement Condition Index (PCI) Data retrived from the Metropolitan Transportation Commission's (MTC) "State of the System Reports" 2002 to 2009, [http://www.mtc.ca.gov/library/state\\_of\\_the\\_system/](http://www.mtc.ca.gov/library/state_of_the_system/)

# Percent of Local, State, and Federal LS&R Investments By Solano Jurisdiction from 2000-01 to 2007-08



## Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

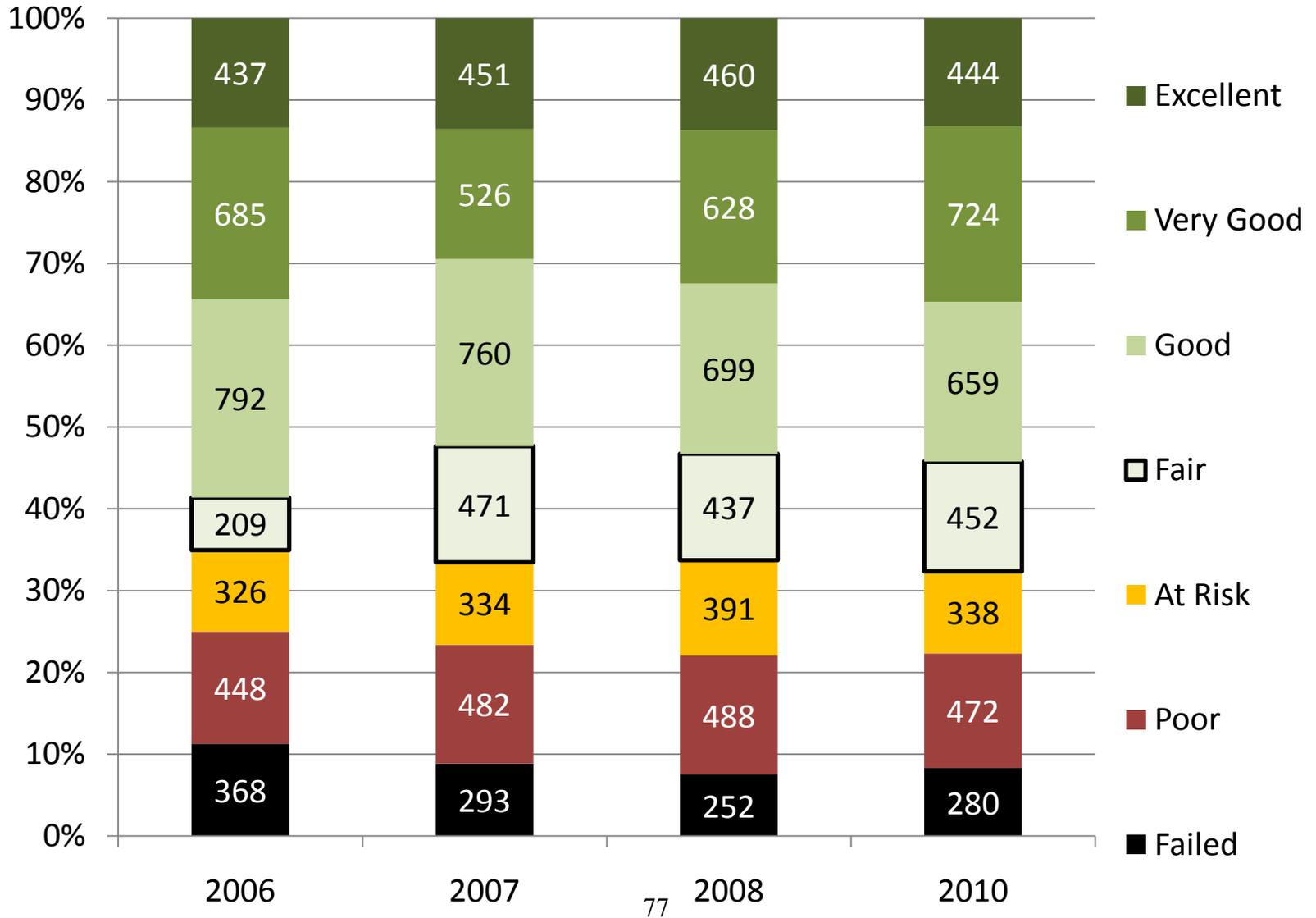
	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	\$351 million	\$740 million	\$975 million
Annual Expenditure/ Lane Mile	\$8,000	\$17,000	\$23,000
Increase Over Current Expenditure Level (%)	0%	110%	177%

\* Improvements do not include Complete Street-type upgrades.

\*\* PCI is the Pavement Condition Index (Scale of 0 to 100, with 100 being the highest PCI).

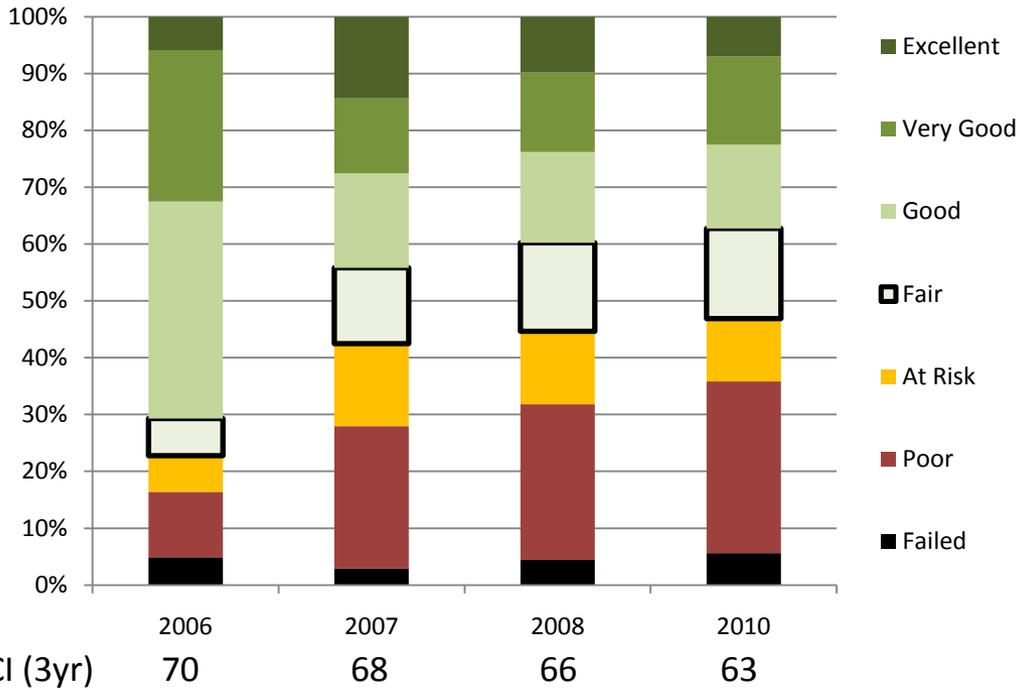
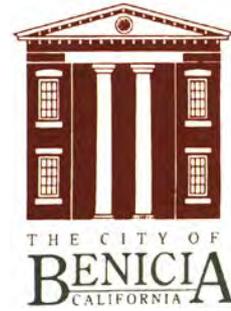
\*\*\* Average Annual Expenditure Level assumes a 3 percent inflation rate.

## Countywide Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



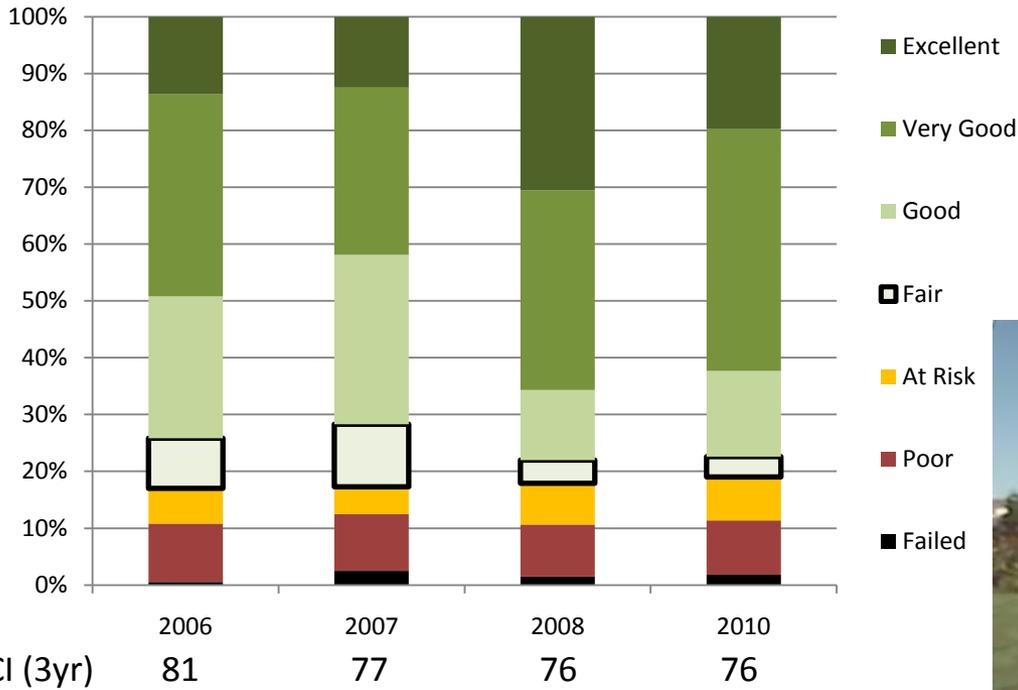
# City of Benicia

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



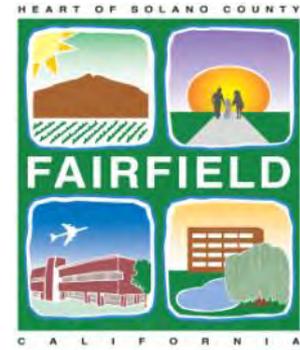
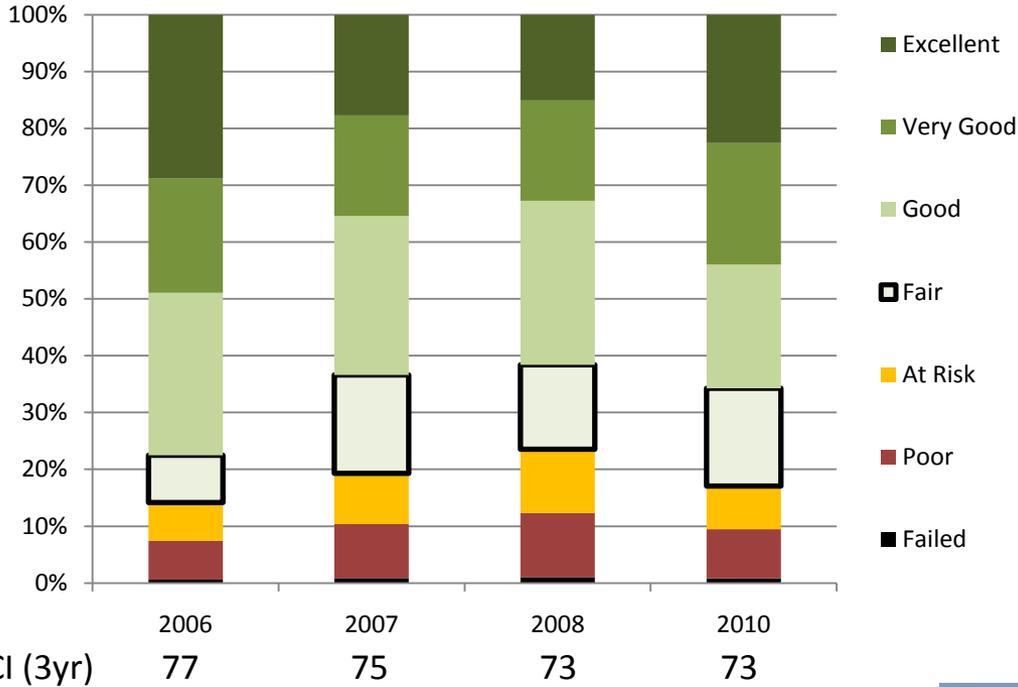
# City of Dixon

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



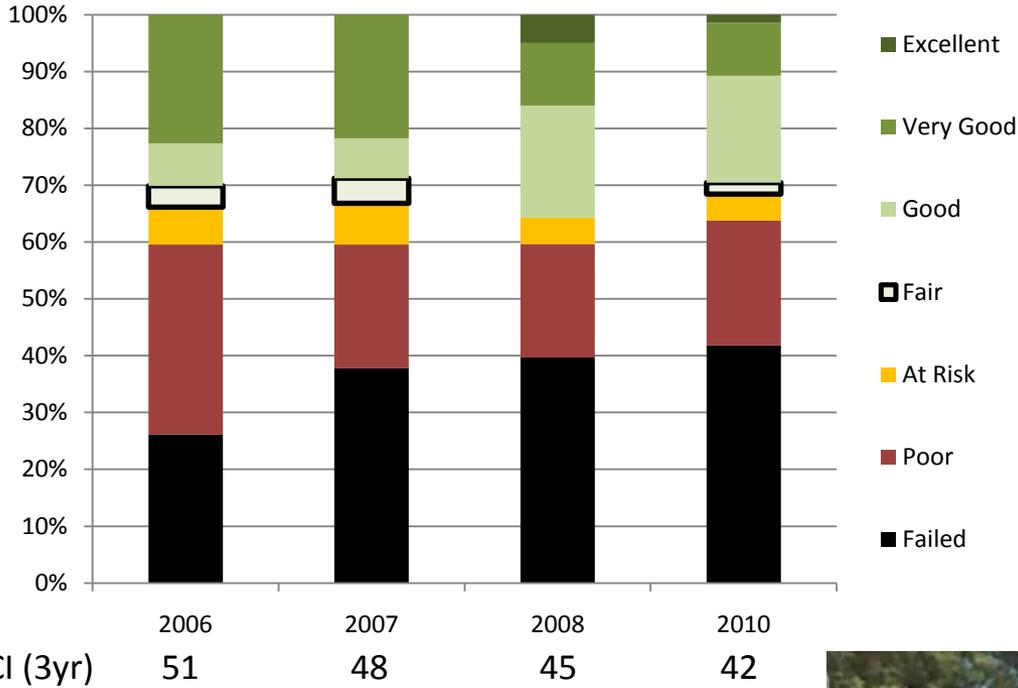
# City of Fairfield

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



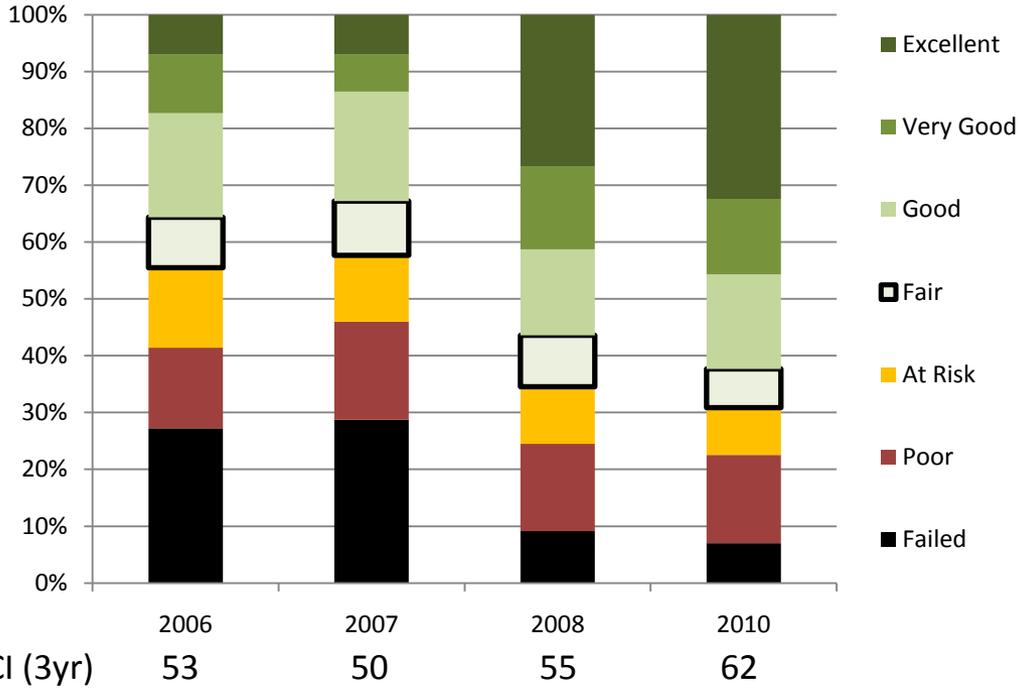
# City of Rio Vista

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



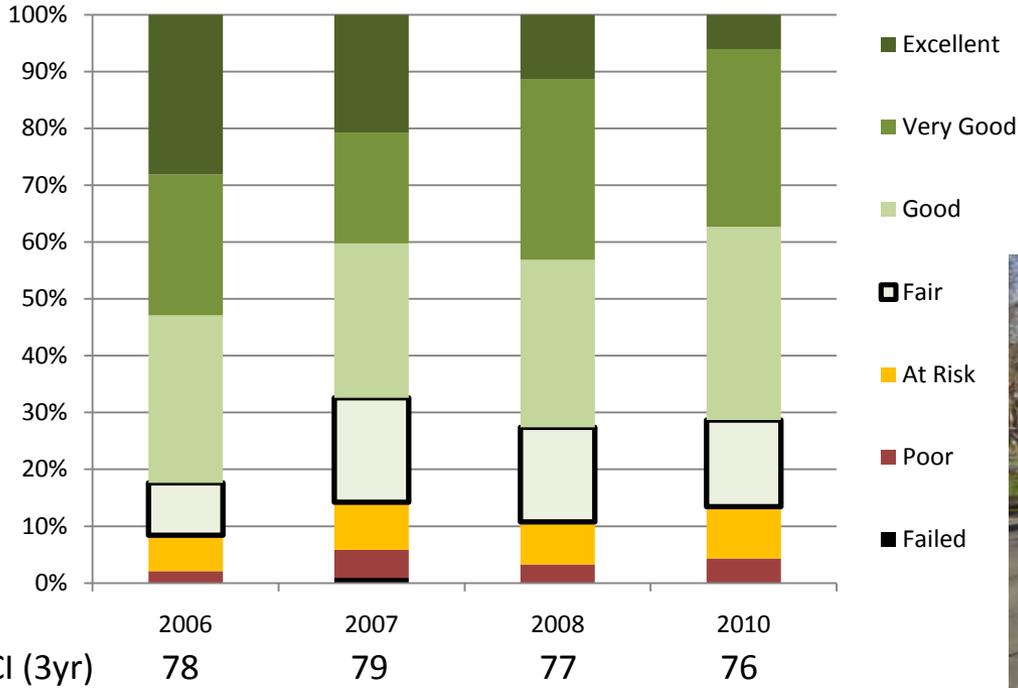
# City of Suisun City

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



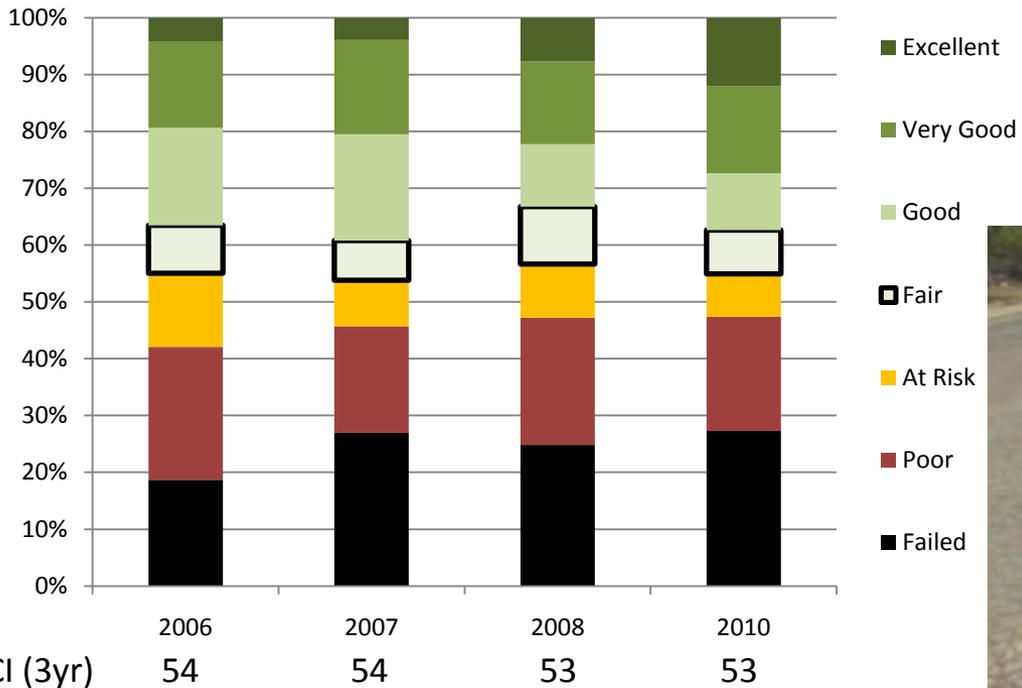
# City of Vacaville

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



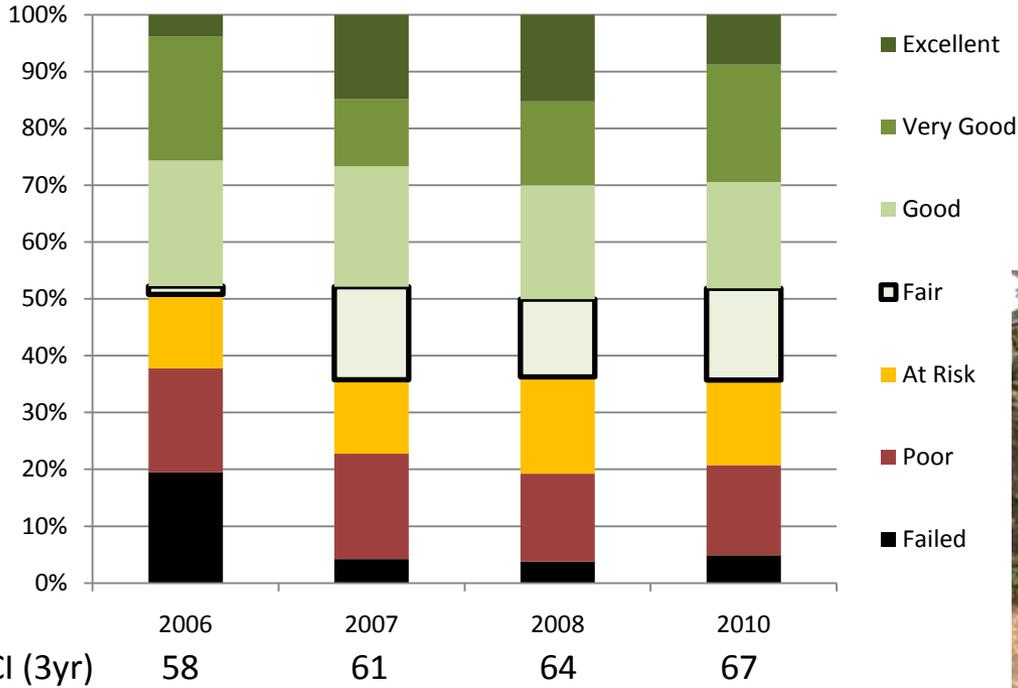
# City of Vallejo

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



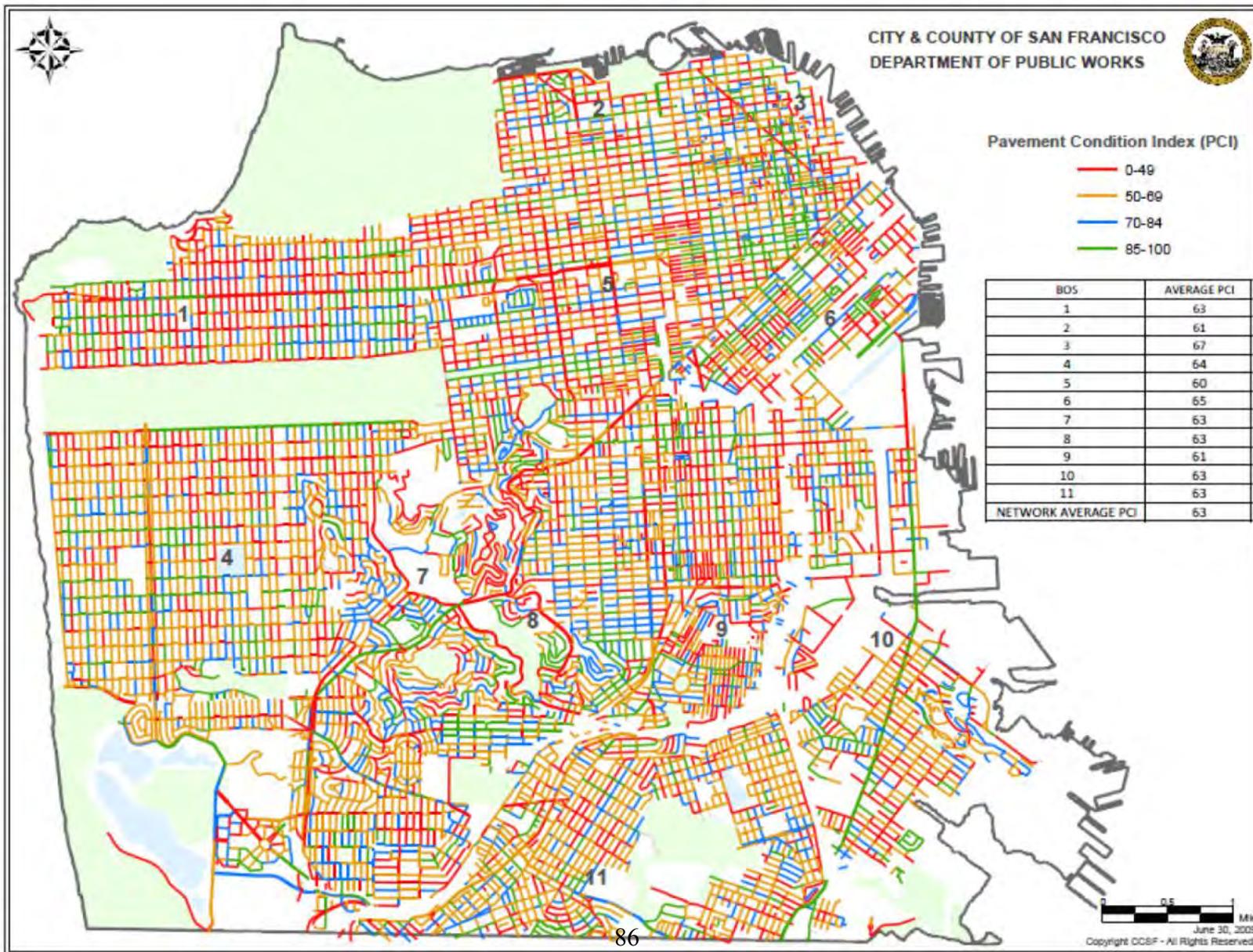
# County of Solano

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



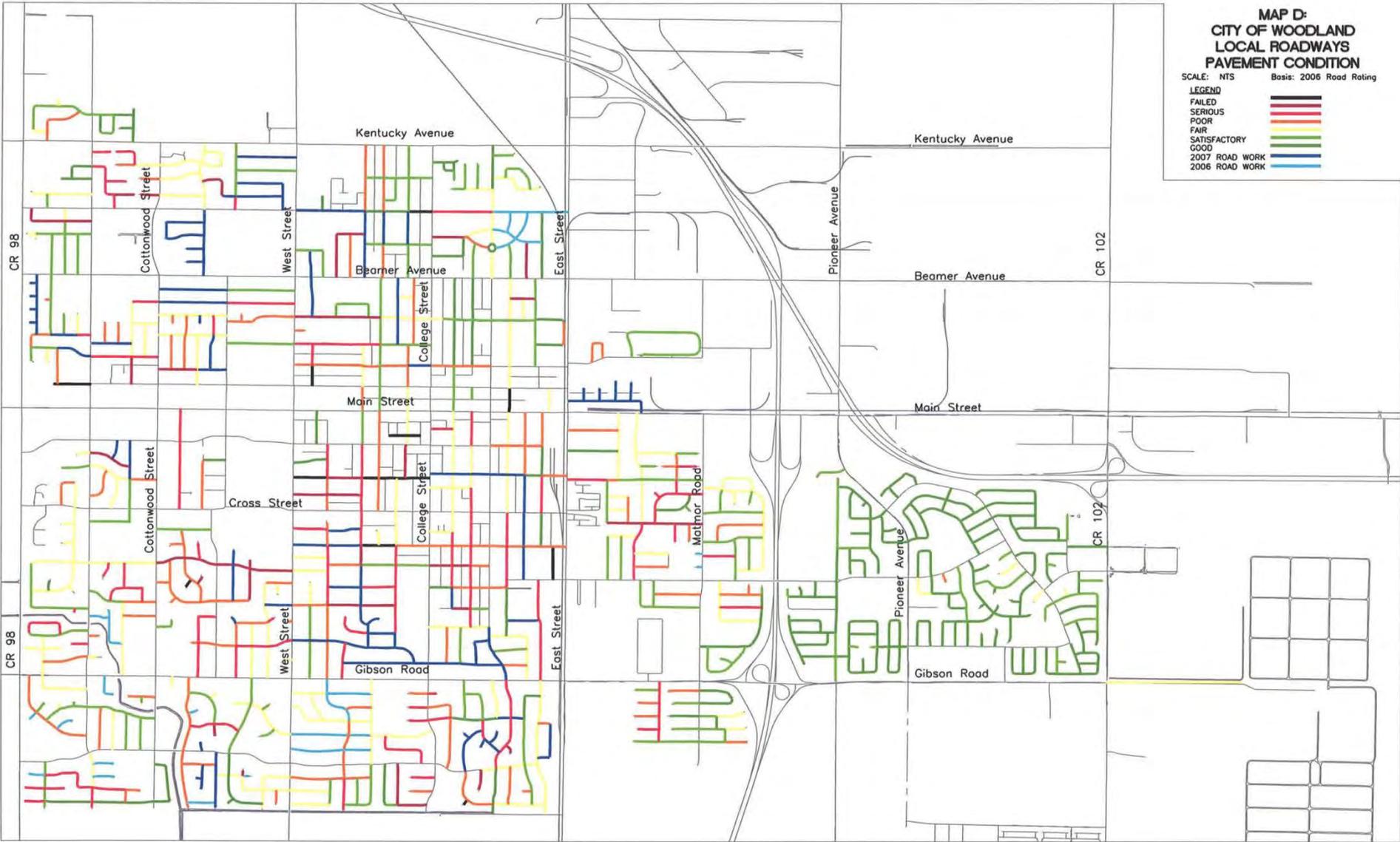
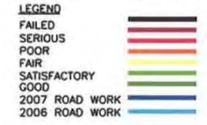
85

# APPENDIX A: MAP OF SAN FRANCISCO STREETS AND PCI SCORES



**MAP D:  
CITY OF WOODLAND  
LOCAL ROADWAYS  
PAVEMENT CONDITION**

SCALE: NTS Basis: 2006 Road Rating



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# The Pothole Report: Can the Bay Area Have Better Roads?

May 2011



METROPOLITAN  
TRANSPORTATION  
COMMISSION



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# The Pothole Report: Can the Bay Area Have Better Roads?

May 2011

**Metropolitan Transportation Commission**

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## Executive Summary

The condition of pavement on the Bay Area's local streets and roads is fair at best. The typical stretch of asphalt shows serious wear and will likely require rehabilitation soon. The region's average pavement condition index (PCI) score is now 66 out of a possible 100 points. This is far closer to the 60-point threshold at which deterioration accelerates rapidly and the need for major rehabilitation becomes much more likely than to the 75-point score that MTC established as a target for roadway quality in its long-range *Transportation 2035 Plan* adopted in 2009. Indeed, despite efforts by the Commission and the region's local governments, overall conditions on our 42,500 lane-miles of city streets and county roads essentially are the same as they were in 2001, a decade ago.

Improved pavement quality can play a small but important role in meeting state targets for curbing greenhouse gas emissions. Not only does better pavement promote better vehicle fuel economy (and hence fewer emissions), but low-cost preventive maintenance also requires less asphalt and fewer heavy truck trips than major roadway rehabilitation projects, and new, cleaner application methods can also cut down on emissions. As the Bay Area works to achieve state targets for greenhouse gas emission reductions and to develop the Sustainable Communities Strategy mandated by state Senate Bill 375 (Steinberg, 2008), the time is right for an updated analysis of the region's local streets and roads.

### Fresh Data, New Developments

Building on the foundation established in MTC's original *Pothole Report*, published in 2000, this update includes both a primer on the cost and life cycle of pavement and a comprehensive look at the current state of the Bay Area's local streets and roads network, featuring a jurisdiction-by-jurisdiction ranking of the 2010 pavement condition index (PCI) scores of the region's nine counties and 101 cities. This report also provides a briefing on two important new developments in the pavement management field:

- **Cold In-Place Recycling:** a relatively new and highly promising technique that has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent, and to reduce greenhouse gas emissions from pavement repair projects by eliminating the need to produce new paving material or transport it to the worksite; and
- **Complete Streets:** an increasingly popular design approach for urban neighborhoods in which the entire streetscape, from sidewalk to sidewalk, is geared for safe access and use by pedestrians, bicyclists and transit riders as well as motorists. Common elements typically include bike lanes, sidewalk bike

racks, transit stops, pedestrian signals, street trees and curb ramps. Building Complete Streets requires a somewhat larger construction investment, but the benefits of this spending are spread to a wider spectrum of road users.

### **Scarce Funding Puts Premium on Prevention Practices**

Funding for roadway maintenance typically comes from a range of sources, including the state gasoline tax, county sales taxes, and local sources such as city or county general funds, bonds and traffic-impact fees. But as the need for maintenance grows, the available funding from these sources has been shrinking. Not only are general fund contributions declining, but the state gas tax loses an average of 3 percent of its purchasing power each year due to inflation. County transportation sales taxes typically dedicate less than 25 percent of revenues to local street and road maintenance, and receipts from these taxes have fallen sharply in recent years due to the deep economic recession that began in 2007.

To help cities and counties get the biggest bang for their buck, MTC has long advocated pavement preservation. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary. All 109 Bay Area jurisdictions — and over 300 public agencies nationwide — now use MTC’s StreetSaver® pavement management software to inventory their street networks, determine maintenance needs and devise maintenance programs based on available revenues.

### **Fixing the Fiscal Pothole**

While pavement quality has rebounded slightly in recent years and now stands about where it did a decade ago, the challenge of boosting the regional average to “good” (a key goal of MTC’s *Transportation 2035 Plan*) is more daunting — and more expensive — than ever.

MTC estimates that meeting the Transportation 2035 goal of a local street and road network in “good” condition (average PCI score of 75) will require \$25 billion, or \$1 billion a year through 2035. This level of investment is nearly three times higher than the current \$351 million spent annually by all sources on roadway maintenance. Fixing this fiscal pothole will be a key local and regional challenge as we move toward adoption of *Plan Bay Area*, the comprehensive regional plan that will guide transportation investment in the nine Bay Area counties through 2040.





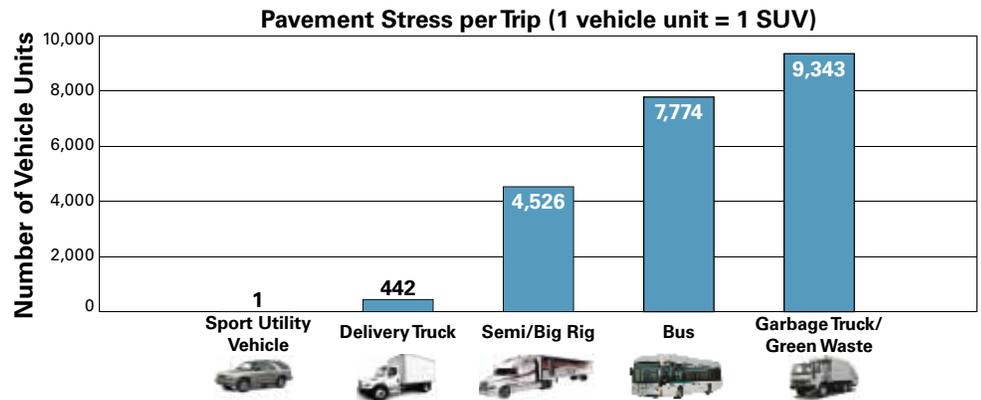
## Pavement Preservation and Pavement Management

Streets and roads take a beating under the weight of traffic. The first sign of distress on surface pavement is usually cracking. While cracks may not immediately alter the pavement’s ride quality, they expose the sub-base of the roadway to water leaking through the surface layer. In time, water erodes pavement strength and cracks begin to lengthen and multiply, forming networks of interconnected cracks referred to as “alligator cracking.”

At this point, the pavement is no longer able to sustain the weight of traffic and the cracked pavement disintegrates, forming depressions more familiarly known as potholes. Since potholes result from damage to the roadway’s sub-base, once they appear — regardless of whether or not they are patched — the roadway will continue to deteriorate until it reaches a failed state.

Heavy vehicles such as trucks and buses put far more stress on pavement than does a passenger car. A bus exerts more than 7,000 times the stress on pavement that a typical sport utility vehicle does. And a garbage truck exerts more than 9,000 times as much stress as a SUV. Not surprisingly, cracks appear more quickly on streets with large traffic volumes and/or heavy use by trucks and buses. And these roadways need maintenance more frequently than residential streets with comparatively light-vehicle traffic.

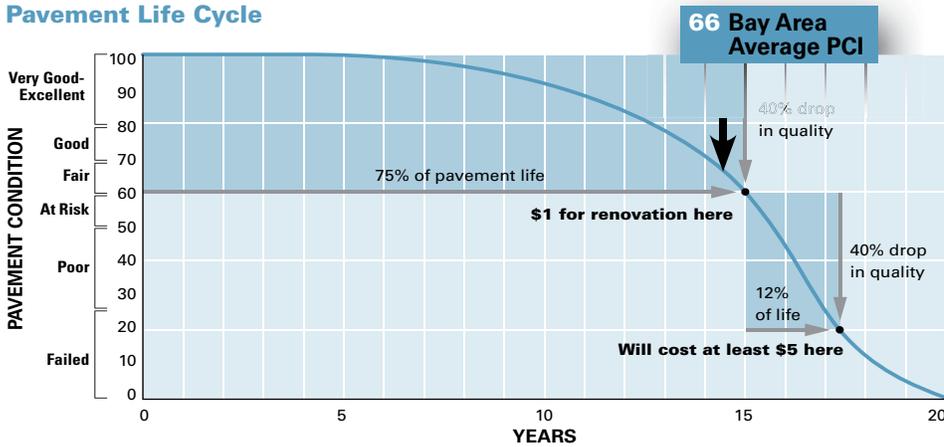
### Relative Impact of Vehicle Types on Pavement Conditions



*Source: Pavement Engineering, Inc.*

About 28 percent of the Bay Area’s local road mileage consists of arterial and collector roadways, which are heavily used by both trucks and buses. The pounding that pavement receives from trucks and buses can be especially problematic in more rural parts of the Bay Area, where many roadways have not been designed to accommodate heavy vehicles but which are nonetheless used by growing numbers of trucks carrying goods between farms and cities.

## Pavement Life Cycle



*Time varies depending on traffic, climate, pavement design, etc.*

The most cost-effective way to maintain a roadway is to address cracks in the pavement as soon as they surface. Just as regular oil changes are far less expensive than a complete engine rebuild, it is five to 10 times cheaper to properly maintain streets than to allow them to fail and then pay for the necessary rehabilitation (see chart above). Deteriorating pavement carries private costs as well. A 2010 report by TRIP, a nonprofit organization that researches, evaluates and distributes technical data on highway transportation issues, estimated that drivers in the San Francisco-Oakland area pay an extra \$706 in annual operating costs for each vehicle as a result of roadway conditions<sup>1</sup>.

## The Importance of Early Intervention

The Bay Area has long emphasized the importance of early intervention through the adoption of proactive maintenance strategies, better education in pavement preservation concepts, and regional policies that give cities and counties incentives to practice pavement preservation on their street and road networks. MTC's *Transportation 2035 Plan* reaffirms this overall approach by conditioning regional funds for local street and road maintenance not only on need and level of system usage but also on preventative-maintenance performance.

By contrast, cities and counties that spend almost all of their paving budgets to fix only a handful of failed roadways, instead of proactively maintaining a much larger percentage of their network that is still in good condition, are practicing what is known as a "Worst First" strategy. With this approach, the good roads for which maintenance is deferred soon fall into disrepair and require more extensive and costly treatments.

## Best and Worst Bay Area Roads

Many factors affect a city's or county's pavement condition index, or PCI score. These include pavement age, climate and precipitation, traffic loads and available maintenance funding. A municipality with new housing developments and new streets may have a high overall PCI, while an older, urbanized jurisdiction may have a much lower PCI, even though both are practicing pavement preservation. Cities and counties that practice preventive maintenance will have lower long-term pavement costs and will safeguard their investment in local streets and roads. For a full listing of Bay Area jurisdictions' pavement conditions, please go to page 15.

### **Bay Area Jurisdictions With Best and Worst Pavement Conditions in 2010, Based on 3-Year Average PCI Scores**

Best PCI Ratings	Worst PCI Ratings
Brentwood – <b>86</b>	Rio Vista – <b>42</b>
Belvedere – <b>84</b>	Larkspur – <b>45</b>
Dublin – <b>82</b>	Sonoma County – <b>45*</b>
Los Altos – <b>82</b>	St. Helena – <b>46</b>
Foster City – <b>81</b>	Orinda – <b>49</b>

\*Unincorporated area

- MTC pavement management software designed specifically for cities and counties.
- Over 400 users including Seattle, Portland, San Francisco, San Jose, Stanford University, US Forest Services
- Available online anytime, and anywhere with Internet access
- 30-day free demo at [www.streetsaveronline.com](http://www.streetsaveronline.com)

Bay Area governments’ support for the preventative-maintenance philosophy — and their shift away from the ineffective “Worst First” strategy — has helped cities and counties squeeze the most out of existing resources. Indeed, the quality of Bay Area pavement (on average) actually increased slightly from 2005 to 2008, despite the fact that growth in maintenance revenues failed to keep pace with increases in the cost of paving materials.

### El Cerrito: A Pavement Success Story

In 2006, the city of El Cerrito’s local street network was in poor condition (single-year PCI score of 48) and the city had a backlog of more than \$21 million in maintenance work. Four years later, the city had boosted its single-year PCI score to 85 and had trimmed its maintenance backlog to just \$500,000. How did El Cerrito improve pavement conditions so much and so quickly?

After launching a public outreach campaign that included citizens, city council members and public works staff, El Cerrito won passage of a half-cent sales tax measure in 2008 for a Street Improvement Program. With \$2.1 million in sales tax revenues, augmented by \$10.5 million in bond proceeds and \$1.8 million in grant funds, the city improved pavement conditions and created a direct, local source of revenue for future maintenance. The biggest impact of the Street Improvement Program was El Cerrito’s ability to reduce its maintenance backlog. The city also resurfaced 68 percent of its streets, built over 400 new curb ramps and replaced 50 storm drain crossings.

#### El Cerrito’s Pavement Program and Conditions, 2006 vs. 2010

	2006	2010
Single-year PCI score	48 (Poor)	85 (Very Good)
PCI: 3-year moving average	53 (At Risk)	62 (Fair)
Maintenance backlog	\$21.2 million	\$500,000
Annual budget need to maintain PCI	\$1.3 million	\$500,000
Annual average funding level	\$250,000	\$500,000

### Pavement Management Boosts Preservation Returns

Building on pavement preservation principles established by the Federal Highway Administration<sup>2</sup>, MTC developed a pavement management software package called StreetSaver<sup>®</sup> to assist local agencies in maintaining their roadways. StreetSaver<sup>®</sup> integrates the three main pavement preservation components: preventive maintenance, minor rehabilitation (non-structural) and routine maintenance activities, as well as pavement rehabilitation and reconstruction.

Today, all 109 Bay Area jurisdictions — and more than 300 public agencies nationwide — use StreetSaver<sup>®</sup>. The software allows cities and counties to inventory their street networks, determine their maintenance needs and devise maintenance programs based on available revenues. The software develops a list of recommended treatments, classified as



Jerry Bradshaw

El Cerrito streets have had a major makeover, funded in part by revenues from a voter-approved sales tax.

preventive maintenance, minor rehab or major rehab, or reconstruction, and prioritizes treatments based on a weighted effectiveness ratio. Within the constraints of each jurisdiction's budget, the software selects the most cost-effective treatments for implementation and defers the remainder.

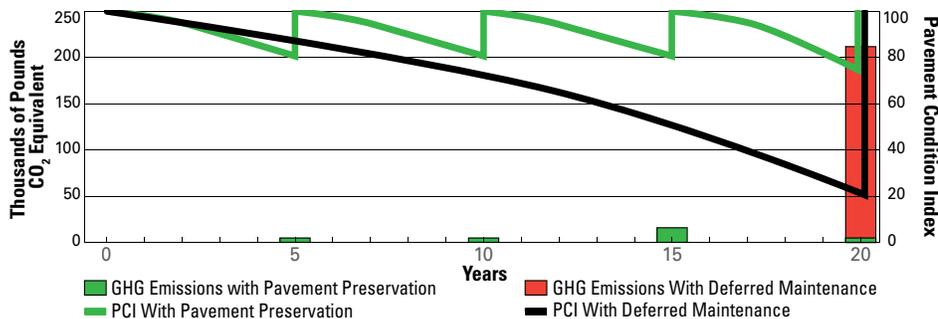
As with any other software package, StreetSaver®'s effectiveness depends on the input of reliable data. So for StreetSaver® to work, public works staff must promptly enter updated information about maintenance treatments once the treatments have been applied.

## Reduced Greenhouse Gas Emissions

In addition to long-term cost savings, pavement preservation and pavement management strategies pay dividends by reducing the greenhouse gas emissions associated with both vehicle use and roadway construction. According to a June 2009 Caltrans report, *Prioritization of Transportation Projects for Economic Stimulus with Respect to Greenhouse Gases*, smooth pavement reduces GHG emissions by improving vehicles' fuel economy. The report also notes that more-frequent, low-cost treatments produce fewer emissions than do major rehabilitation projects made necessary by deferred maintenance (see graph below). This is due to the need to produce less asphalt or other paving materials, and the need for fewer truck trips to transport materials to and from the worksite.

Pavement rehabilitation and reconstruction requires large amounts of energy to acquire and process raw materials, transport materials to the construction site, apply the materials, and remove, haul away and discard old materials. Over a 20-year period, these processes combined produce an estimated 212,000 pounds of GHG emissions per lane mile of roadway. Pavement preservation treatments, by contrast, would emit about 30,100 pounds of GHGs over this time, even when done more frequently. This 20-year savings of more than 180,000 pounds of GHG emissions is equivalent to taking 15 cars off the road for a year for each lane mile that is properly maintained. And because preservation treatments keep the roadway in better condition, more motorists are able to travel at steady speeds — and fewer are required to slow down to avoid potholes — thus promoting better fuel economy and even lower GHG emissions.

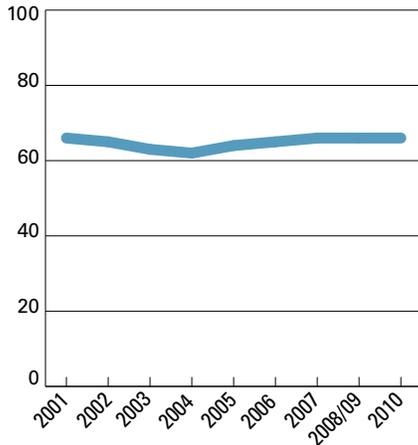
### GHG Emissions With Pavement Preservation vs. Deferred Maintenance<sup>3</sup>



## Benefits of a Pavement Management System

- Provide a systematic way of gauging pavement conditions, and present a series of steps for using this information to identify and schedule the most appropriate treatments.
- Help cities and counties make more efficient use of public funds by allowing them to immediately put any available new moneys to their most cost-effective use.
- Allow local governments to predict what conditions would be at different levels of funding, and to quantify the consequences of underfunded road maintenance.
- Allow local governments to establish performance-based funding allocation policies.
- Reduce governments' overall maintenance spending once the management system reaches its goal of getting all pavement segments to the condition where preservation is the primary strategy being applied.
- Build support for increased funding by systematically tracking pavement inventories, conditions and maintenance activities across multiple jurisdictions.

## Bay Area Pavement Condition Index (PCI) Scores, 2001–2010\*



\*PCI scores are 3-year moving averages, except for 2001 and 2002, which are single-year scores, and 2008/09, which is a 3-year moving average computed from individual-year scores for 2006, 2007 and 2009.

## Regional Pavement Condition Summary

The Bay Area’s local street and road network comprises nearly 42,500 lane miles of roadway, and includes not only paved surfaces but also the curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways. To replace this network would cost at least \$50 billion. The roadway network provides access to jobs, homes, schools, shopping and recreation, and is vital to the region’s livability and economic health. As with any asset, regular maintenance is required in order to ensure serviceability.

Every year, local jurisdictions analyze pavement conditions to help gauge their success in maintaining their local street and road networks. MTC, in turn, collects this information to determine regional state of repair. MTC and local jurisdictions use a Pavement Condition Index (PCI) score that rates segments of paved roadways on a scale from 0 to 100. MTC looks at the percentage of the region’s roadways that fall into various condition categories, ranging from a low of “failed” to a high of “excellent”. The classifications used in the regional pavement condition analysis are shown in the following table:

<b>Very Good-Excellent</b> (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress.
<b>Good</b> (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
<b>Fair</b> (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
<b>At Risk</b> (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
<b>Poor</b> (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
<b>Failed</b> (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive.

The 2010 pavement condition analysis shows that Bay Area streets and roads have a three-year moving average PCI score of 66, which is unchanged from the same calculation for 2009. This score falls in the “fair” range, indicating that the typical city street or county road is becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. The stability of the Bay Area’s average PCI score is mirrored in the percentage of lane miles included in the various pavement quality classifications in recent years. As the bar graph below shows, roadways in the “excellent” or “very good” ranges account for about one-third of the paved lane miles in the nine-county region. Another one-third falls in the “good” or “fair” ranges, while the final third is classified as “at-risk”, “poor” or “failed.”

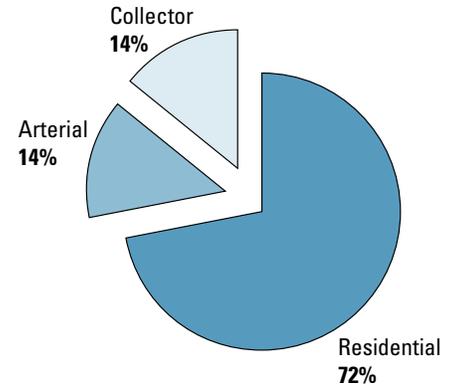
### Functional Classifications

Just as there are different ranges of pavement quality, so too are there various classifications for local streets and roads. A roadway’s “functional classification” is determined primarily by the number of vehicles that use it. About 70 percent of roadways are residential (see chart at right). These are the streets and roads that run through neighborhoods and carry few buses or trucks, other than waste management vehicles. Collector roadways serve to “collect” traffic from the residential streets and deposit them onto arterials, which carry the most car, truck and bus traffic, and which typically provide an outlet onto state highways or freeways. Arterials also function as alternatives to highways and freeways to relieve traffic congestion. Federal funding can be used only on roadways that have a functional classification of collector or arterial, or roughly 28 percent of the Bay Area street system.

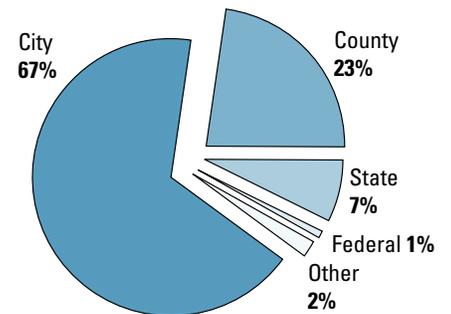
Local streets and roads, which are owned and maintained by cities or counties, account for 90 percent of the Bay Area’s total lane mileage. State highways (including interstate highways) are maintained by Caltrans and comprise about 7 percent of total mileage. Roadways that fall under the responsibility of the federal government primarily include those in national parks, reserves, tribal lands and military installations. About 2 percent of roadways are either privately owned, or are owned and maintained by special districts such as the California Department of Parks and Recreation or the Golden Gate Bridge, Highway and Transportation District.

### Bay Area Local Roadway Characteristics

**Functional Classification of Local Street and Road Network, by Percentage of Mileage**



**Ownership of Maintained Roads in Bay Area, by Percentage of Mileage (2008)**

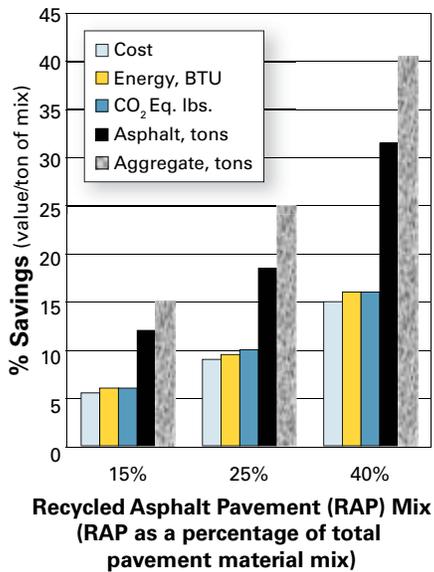


### Pavement Conditions on Bay Area Local Roadways, 2006–2010 (% of lane miles)



■ Excellent or Very Good   
 ■ Good or Fair   
 ■ At Risk   
 ■ Poor or Failed   
 ■ No Data

**Cost, Energy, Materials and Greenhouse Gas Reduction Associated with Recycled Asphalt Pavement (RAP)<sup>4</sup>**



## Pavement Recycling: Seeing Green in New Technology

State law obliges MTC and other regional agencies to work together with local governments to reduce greenhouse gas emissions related to transportation. Promising innovations in pavement maintenance, including alternative methods of construction and the use of sustainable materials and technologies, highlight an opportunity to not only move the GHG needle in the right direction but to reduce cities’ and counties’ long-term maintenance costs as well. And unlike other strategies for reducing GHG emissions, these innovations can deliver immediate benefits — with no large-scale behavioral changes required.

### Cold In-Place Recycling

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete (the main material in pavement resurfacing). On average, each lane mile paved with CIR instead of conventional hot-mix asphalt reduces CO<sub>2</sub> emissions by 131,000 pounds — or more than 400 percent — at a cost 20 to 40 percent below that of conventional techniques.

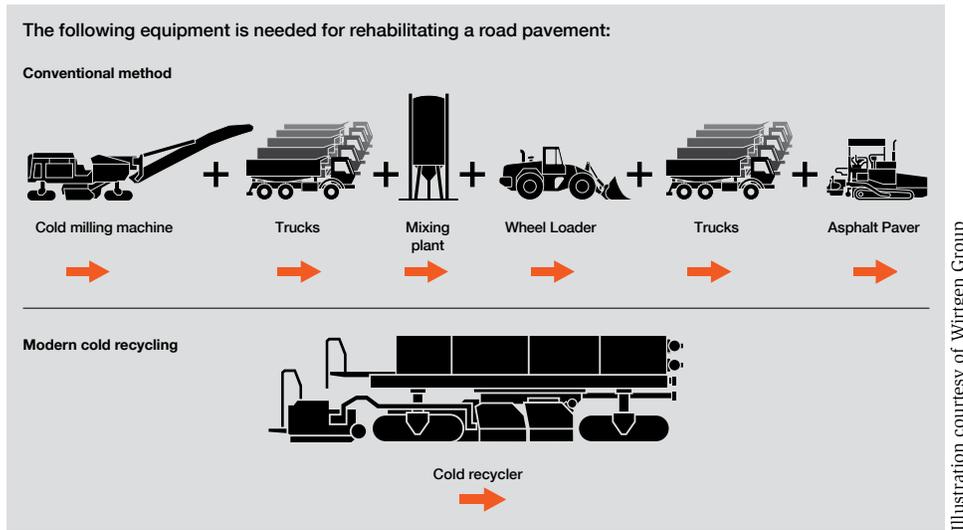
Because CIR requires the use of specialized machinery, local governments typically bid out these jobs to contractors who are experienced in the use of this equipment. A CIR “train” travels down the roadway, cold-planing the existing pavement to a depth of two to eight inches. As soon as the first machine scoops up the pavement, a second pulverizes and mixes it with additives, while a third machine replaces and then smooths the mix back onto the roadway.

MTC recently awarded a \$2 million grant through its Climate Initiatives Program to help finance a joint CIR demonstration project by Sonoma County and the city of Napa, with the intention of promoting the use of this technology throughout the Bay Area. The grant includes funds for outreach to familiarize other jurisdictions with the benefits of CIR. Planned outreach elements include site visits, video and sample technical specifications for use by other cities and counties. All climate grants will be evaluated for effectiveness in reducing greenhouse gas emissions.

### Off-Site Recycling

Another way in which road maintenance and construction are becoming more green is the off-site recycling of asphalt. In this process, workers remove asphalt and transport it to a plant for reprocessing, where machines grind up and mix the recycled material with fresh asphalt, and then apply the mix — known as recycled asphalt or RAP — to the roadways. (Graph at upper left shows cost, energy, materials and greenhouse reductions possible with RAP).

## Road Rehabilitation Equipment: Conventional vs. Cold In-Place Recycling



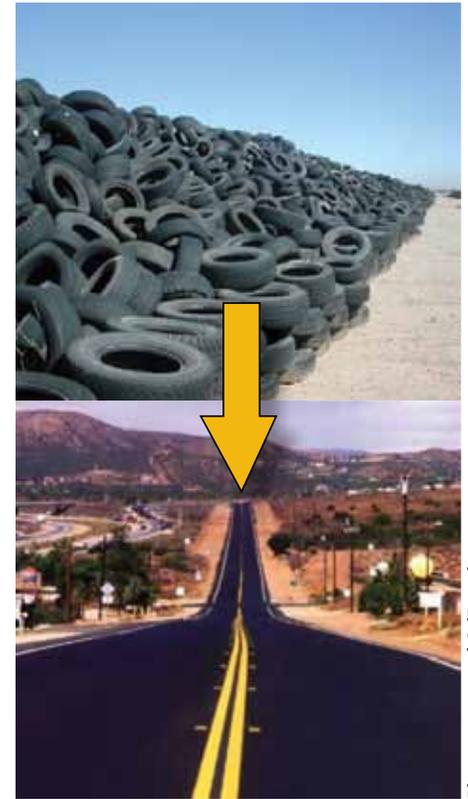
The image above shows the traditional paving equipment that would be replaced by Cold In-Place Recycling. Studies show that for each lane mile treated with CIR instead of conventional paving methods, the GHG emissions savings are equivalent to removing 11 cars from the road for one year. With 42,500 lane miles of local roadways in the Bay Area, the potential impact is enormous.

While off-site asphalt recycling does not deliver the scale of greenhouse gas reductions offered by CIR, it does limit the need to secure, process and transport virgin materials. The quality of recycled asphalt has improved greatly in recent years, and now meets or exceeds the quality of virgin materials. Caltrans has set a target of 15 percent recycled asphalt in highway paving projects statewide. Local jurisdictions across the nation are experimenting with even higher percentages of recycled asphalt.

Just as asphalt is being recycled and reused in roadway maintenance, other materials such as roofing shingles and rubber tires are getting second lives as roadway surfacing materials. Rubberized asphalt concrete — made with a combination of regular asphalt concrete and ground-up tires — produces highly durable, skid-resistant and quiet pavement surfaces while using a material that would otherwise end up in landfills. One lane mile of roadway paved with a two-inch-thick surface of rubberized asphalt concrete consumes about 2,000 scrap tires.

The state of California launched a Rubberized Asphalt Concrete (RAC) Grant Program through its CalRecycle initiative to decrease the environmental impacts from the illegal disposal and stockpiling of waste tires. Any California city or county is eligible to apply for a RAC grant through CalRecycle.<sup>5</sup>

## Rubberized Asphalt Concrete



According to the Environmental Protection Agency, about 12 million tires are converted into rubberized asphalt concrete annually.

Photos courtesy of CalRecycle

**Cost to Maintain Bay Area  
Local Streets and Roads,  
2010-2035, Including Complete  
Streets Enhancements**



## Complete Streets: Safer, More Livable

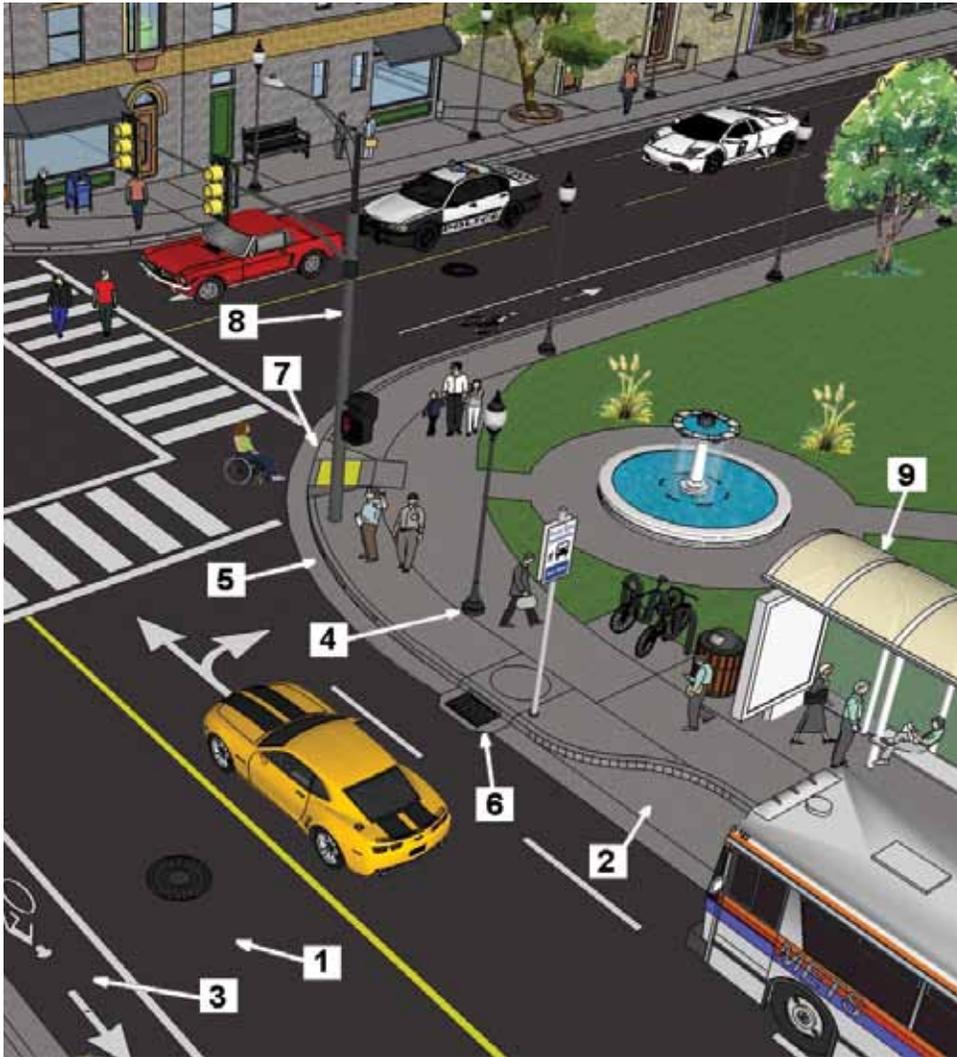
Pedestrians and bicyclists share the Bay Area’s streets and roads with cars, trucks and buses. To make roadways — particularly those in urban areas — more pedestrian- and bicycle-friendly, a new design approach known as Complete Streets has emerged in recent years. While there is no standard template, common elements typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. By incorporating these elements into Complete Streets, transportation agencies help ensure that people of all ages and abilities can use the street safely.

MTC has embraced the Complete Streets concept. MTC Resolution 3765, adopted in 2006 to promote routine accommodation of non-motorized travelers in project planning and design, led to development of a Complete Streets checklist which Bay Area cities and counties must submit with applications for regional funding. At the state level, Caltrans adopted Deputy Directive 64-R-1 in 2008, recognizing bicycle, pedestrian and transit modes as integral elements of the transportation system and considering all transportation improvements as opportunities to improve safety, access and mobility for all travelers. And a Federal Highway Administration safety review found pedestrian safety is improved by streets designed with sidewalks, raised medians, optimal bus stop placement, traffic-calming measures and treatments for disabled travelers<sup>6</sup>. One study cited by the National Complete Streets Coalition found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian injury and fatality risk by 28 percent<sup>7</sup>.

### Investing in Complete Streets

Because each street is unique, the cost of upgrading to a Complete Street can vary widely from project to project. But, on average, costs for Complete Street projects tend to run 15 percent to 25 percent higher than projects without these enhancements. This includes both the pavement (e.g., a bike lane) and non-pavement (e.g., street furniture and plantings) elements that make up a Complete Street. The illustration and table on page 13 show an example of a downtown Complete Street and its associated costs, as estimated by staff from the city of Santa Rosa.

## Elements of an Urban Complete Street<sup>8</sup>



Based on *Transportation 2035 Plan* estimates of the cost to maintain existing pavement and non-pavement assets in the Bay Area, an additional \$7 billion would be required to upgrade to Complete Street status just the region's major roadways, which account for about 28 percent of the local street and road network. (See chart on page 12.)

## Example: Estimated Construction Costs for Urban Complete Street<sup>9</sup>

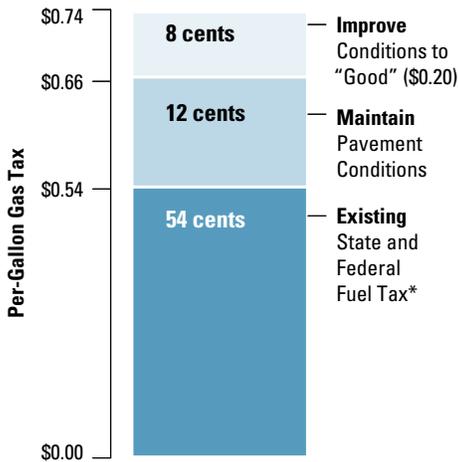
	Item	Total Cost Per Block Conventional Street	Total Cost Per Block Complete Street
1	Pavement Costs Attributed to Cars	\$152,533	\$152,533
2	Pavement Costs Attributed to Buses/Trucks	\$238,333	\$238,333
3	Pavement Costs Attributed to Bicycles		\$47,667
	<b>Subtotal Pavement Costs</b>	<b>\$390,866</b>	<b>\$438,533</b>
4	Lights/Signs/Markings	\$41,600	\$41,600
5	Curb and Gutter	\$42,900	\$42,900
6	Storm Drain	\$153,439	\$153,439
7	Sidewalk and ADA Ramp	\$182,000	\$182,000
8	Traffic Signal	\$390,000	\$390,000
9	Street Furniture and Plantings**		\$187,590
	<b>Subtotal Non-Pavement Costs</b>	<b>\$809,939</b>	<b>\$997,529</b>
	<b>Total Cost</b>	<b>\$1,200,805</b>	<b>\$1,436,062</b>

\* Estimate provided by city of Santa Rosa.

\*\* Street Furniture and Plantings includes bike racks, street trees, lighted bus shelters and pads, trash and recycle bins, benches and plant pots.

## What Will It Take?

To improve the Bay Area’s local streets and roads to a “good” pavement condition (PCI of 75), additional revenues roughly equal to a 20-cent increase in the gas tax — dedicated to local street and road maintenance — would be needed. This figure illustrates the levels to which per-gallon gas taxes would need to rise in order to generate the funds necessary to maintain current pavement conditions, or to bring them up to a “good” level. To also improve the region’s non-pavement assets to a “good” condition, an additional 18 cents per gallon would be required. (Note: These calculations do not make provision for Complete Street-type upgrades.)



\* Revenues from the existing fuel tax are dedicated to many purposes — streets and roads are only one of these.



## Looking Forward: The Funding Picture

With a regionwide average PCI score of 66, the Bay Area’s city streets and county roads are close to the tipping point on the pavement life cycle curve, after which pavement declines rapidly and repair costs increase at least five-fold (see illustration on page 5).

Predictable, long-term funding is imperative if cities and counties are to travel toward a pothole-free future. The Bay Area currently invests about \$351 million annually in maintaining local streets and roads. If investment continues at this level, local streets and roads will, on average, deteriorate to poor condition (PCI of 45) by 2035. In order to bring the region’s pavement conditions up to good condition (PCI of 75), the region would need to triple current maintenance expenditures to nearly \$1 billion annually. The chart below details the average pavement conditions that are projected at each investment level.

### Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	\$351 million	\$740 million	\$975 million
Annual Expenditure/ Lane Mile	\$8,000	\$17,000	\$23,000
Increase Over Current Expenditure Level (%)	0%	110%	177%

\* Improvements do not include Complete Street-type upgrades.

\*\* PCI is the Pavement Condition Index (Scale of 0 to 100, with 100 being the highest PCI).

\*\*\* Average Annual Expenditure Level assumes a 3 percent inflation rate.

Currently, revenue sources typically used to pay for roadway maintenance include state gas taxes, federal highway funds, county sales taxes, city and county general funds, bonds and traffic fees. As the various levels of government look to renew and/or reauthorize funding measures and long-range plans, the cost of maintaining streets and roads at a good state of repair should remain a high priority.

# Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010

3-Year Moving Average

Jurisdiction	County	Total Lane Miles	2006	2007	2009 <sup>1</sup>	2010
<b>Very Good (PCI= 80–89)</b>						
Brentwood	Contra Costa	416	85	84	85	86
Belvedere	Marin	24	81	79	82	84
Dublin	Alameda	240	80	80	81	82
Los Altos	Santa Clara	226	85	84	83	82
Foster City	San Mateo	121	82	83	82	81*
Santa Clara	Santa Clara	597	83	82	82	80*
San Pablo	Contra Costa	104	67	72	76	80
<b>Good (PCI=70–79)</b>						
Livermore	Alameda	655	79	79	78	78
Union City	Alameda	331	76	75	76	78
Contra Costa County	Contra Costa	1327	83	82	80	78
Redwood City	San Mateo	353	74	76	77	78*
Atherton	San Mateo	106	68	69	73	77
Brisbane	San Mateo	57	70	73	76	77
Daly City	San Mateo	254	70	73	75	77*
Pleasanton	Alameda	498	74	75	76	77
Burlingame	San Mateo	162	68	72	75	77*
Morgan Hill	Santa Clara	259	71	75	76	77
Emeryville	Alameda	47	76	79	76	77
Los Altos Hills	Santa Clara	113	74	75	76	77
Sonoma	Sonoma	68	80	79	79	77
Oakley	Contra Costa	229	83	80	78	76
Gilroy	Santa Clara	243	82	80	79	76*
Mountain View	Santa Clara	331	74	74	75	76
Dixon	Solano	129	81	77	76	76
Concord	Contra Costa	713	78	78	78	76
Vacaville	Solano	533	78	79	77	76*
Clayton	Contra Costa	95	75	77	76	75
Campbell	Santa Clara	218	78	76	75	75*
Sunnyvale	Santa Clara	636	80	77	74	75

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
San Rafael	Marin	331	63	66	70	75
Santa Clara County	Santa Clara	1485	75	77	75	74
San Ramon	Contra Costa	398	74	73	74	74
American Canyon	Napa	102	76	76	75	74
Hercules	Contra Costa	128	75	74	73	73
Windsor	Sonoma	168	74	75	74	73
Novato	Marin	318	65	67	71	73*
Portola Valley	San Mateo	71	64	63	67	73
San Mateo	San Mateo	409	61	67	70	73*
Palo Alto	Santa Clara	470	N/A	N/A	72	73
Danville	Contra Costa	301	74	73	72	73
Walnut Creek	Contra Costa	436	72	74	73	73*
South San Francisco	San Mateo	296	67	71	72	73*
Fairfield	Solano	709	77	75	73	73
Alameda County	Alameda	997	69	71	72	72
Lafayette	Contra Costa	202	64	70	71	72
Corte Madera	Marin	64	73	73	73	72*
Cloverdale	Sonoma	64	69	71	72	71*
Saratoga	Santa Clara	281	70	71	72	71**
Hillsborough	San Mateo	164	64	66	69	71
Piedmont	Alameda	78	67	67	69	70
Cupertino	Santa Clara	303	69	70	70	70
Pinole	Contra Costa	119	71	71	70	70
Tiburon	Marin	68	64	67	68	70
<b>Fair (PCI= 60–69)</b>						
Fairfax	Marin	55	69	70	69	69
Yountville	Napa	17	67	65	67	69
Milpitas	Santa Clara	287	70	70	70	69
Hayward	Alameda	629	68	68	69	69
Antioch	Contra Costa	616	70	70	70	69
San Mateo County	San Mateo	635	65	67	68	69
Los Gatos	Santa Clara	218	72	73	72	69

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
Monte Sereno	Santa Clara	27	65	70	68	69
Newark	Alameda	252	75	71	69	69**
Rohnert Park	Sonoma	206	68	67	67	69
Ross	Marin	22	64	65	69	67
San Carlos	San Mateo	175	68	69	70	67
Pleasant Hill	Contra Costa	242	62	65	65	67
Solano County	Solano	932	58	61	64	67
Healdsburg	Sonoma	93	66	66	67	67
Alameda	Alameda	275	63	63	62	66
Colma	San Mateo	23	67	72	67	65
Santa Rosa	Sonoma	1090	64	64	65	65
Sebastopol	Sonoma	47	67	67	66	65
Fremont	Alameda	1063	70	68	66	64
Pittsburg	Contra Costa	319	65	64	64	64
San Jose	Santa Clara	4182	63	63	63	64
Cotati	Sonoma	46	66	66	64	64*
San Francisco	San Francisco	2130	64	64	64	64 <sup>2</sup>
San Bruno	San Mateo	178	62	64	63	63
Benicia	Solano	190	70	68	66	63
Sausalito	Marin	54	69	68	65	63*
Menlo Park	San Mateo	200	62	62	62	63
El Cerrito	Contra Costa	145	53	50	50	62
Half Moon Bay	San Mateo	55	55	59	61	62
Suisun City	Solano	150	53	50	55	62
Mill Valley	Marin	117	64	62	60	61
Albany	Alameda	59	62	63	63	60
Calistoga	Napa	29	57	57	59	60*
Berkeley	Alameda	453	62	60	60	60*
Belmont	San Mateo	135	61	61	61	60

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
<b>At-Risk (PCI=50–59)</b>						
Millbrae	San Mateo	124	60	57	57	59*
Pacifica	San Mateo	189	64	60	59	59*
Martinez	Contra Costa	233	57	57	59	59**
Moraga	Contra Costa	110	61	60	59	58**
Napa County	Napa	840	54	51	55	57*
Woodside	San Mateo	97	62	60	57	57
San Leandro	Alameda	392	62	60	58	57*
Napa	Napa	464	52	53	55	57
Oakland	Alameda	1963	56	57	59	56
Richmond	Contra Costa	549	46	50	53	55*
San Anselmo	Marin	80	59	58	57	55**
Petaluma	Sonoma	390	60	57	55	55
East Palo Alto	San Mateo	80	60	56	52	53
Vallejo	Solano	681	54	54	53	53
Marin County	Marin	848	48	49	50	52
<b>Poor (PCI=25–49)</b>						
Orinda	Contra Costa	193	46	47	48	49
St. Helena	Napa	51	58	53	48	46
Larkspur	Marin	64	51	48	47	45
Sonoma County	Sonoma	2718	44	44	44	45
Rio Vista	Solano	45	51	48	45	42***
<b>Regional</b>		<b>42,499</b>	<b>64</b>	<b>65</b>	<b>66</b>	<b>66</b>

**Notes:**  
 Where “NA” is indicated, the jurisdiction uses a pavement management software that does not use PCI scale.  
<sup>1</sup> Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC has decided not to separately report 2008 data, electing instead to bring all PCI data up to date as of 2009. The reported 2009 three-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.  
<sup>2</sup> PCI has been correlated from an alternative condition scale to the PCI scale.  
 \* 3-year moving average score is an estimate based on inspections done in 2008.  
 \*\* 3-year moving average score is an estimate based on inspections done in 2007.  
 \*\*\* 3-year moving average score is an estimate based on inspections done in 2006.

## Footnotes/ Citations

- <sup>1</sup> (Page 5) Press release reference: [www.tripnet.org/national/Urban\\_Roads\\_PR\\_092210.pdf](http://www.tripnet.org/national/Urban_Roads_PR_092210.pdf)
- <sup>2</sup> (Page 6) **Pavement Preservation:** a program employing a network-level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations. (FHWA Pavement Preservation Expert Task Group; see Federal Highway Administration website: [www.fhwa.dot.gov/pavement/preservation/091205.cfm](http://www.fhwa.dot.gov/pavement/preservation/091205.cfm))
- <sup>3</sup> (Page 7) Jim Chehovits & Larry Galehouse, “Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements,” *Proceedings of the International Conference for Pavement Preservation*, 2010
- <sup>4</sup> (Page 10) Source: Meyer, Wendall L., FHWA Update, *Proceedings of the North Dakota Asphalt Conference*, 2010. Based on data from: Robinette, C. and J. Epps, “Energy, Emissions, Material Conservation and Prices Associated with Construction, Rehabilitation and Materials Alternatives for Flexible Pavement,” *Proceedings of the 89th Annual TRB Meeting*, 2010
- <sup>5</sup> (Page 11) More information about Cal Recycle and the Rubberized Asphalt Concrete Grant Program is available at [www.calrecycle.ca.gov](http://www.calrecycle.ca.gov)
- <sup>6</sup> (Page 12) Federal Highway Administration website: [safety.fhwa.dot.gov/ped\\_bike/ped\\_transit/ped\\_transguide/ch3.cfm](http://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch3.cfm)
- <sup>7</sup> (page 12) National Complete Streets Coalition, [www.completestreets.org/complete-streets-fundamentals/factsheets/safety](http://www.completestreets.org/complete-streets-fundamentals/factsheets/safety)
- <sup>8</sup> (Page 13) Urban Complete Streets graphic courtesy of Pavement Engineering, Inc., CA

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## Photography

All photos (except where otherwise indicated): Karl Nielsen | 11



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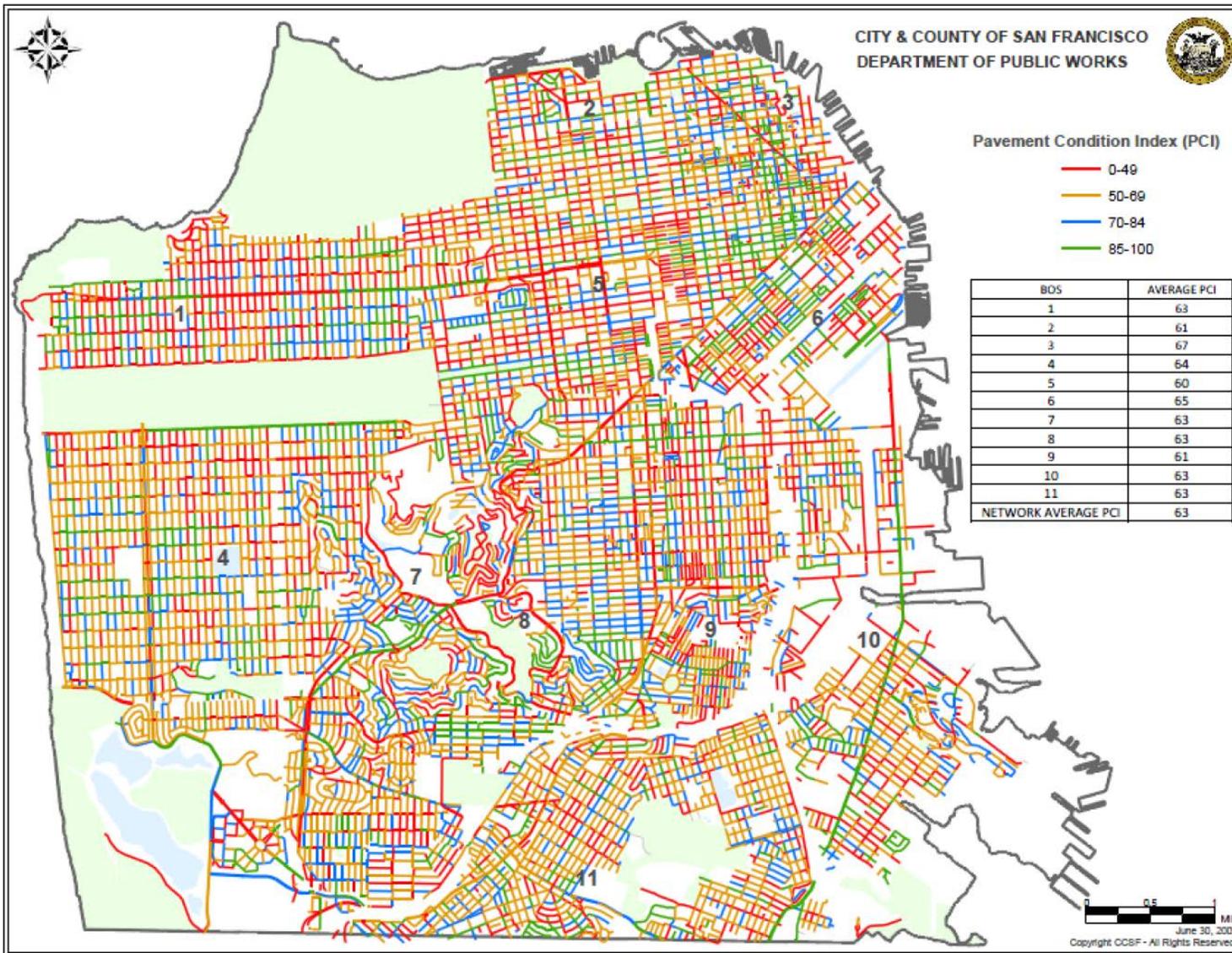
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## Local Street and Roads (LS&R) Proposed Solano County Annual Report

Draft Scope of Work, 08-29-2011

**Background:** The Metropolitan Transportation Commission's (MTC) and the California Association of Counties (CSAC) produce statewide and bay area wide local streets and roads annual reports. After reviewing these documents, STA staff recommends drafting annual reports that focus on Solano County's roadway conditions.

**Purpose:** Produce a comprehensive annual report describing the condition of Solano County's local streets and roads pavement rehabilitation efforts, pavement conditions, and financial shortfalls to:

1. Assist public works staff with project planning and funding requests; and
2. Help public works and STA staff present pavement rehabilitation issues to the public and to decision makers.

### Deliverables & Timeline:

1. Street Condition Maps based on Geographic Information System (GIS) data, derived from the Metropolitan Transportation Commission's (MTC) Streetsaver Program.  
(October 2011 – April 2012)
2. One-to-Two page Summary Handouts describing:
  - a. General street pavement rehabilitation issues; and,
  - b. Individual Local Agency Street Pavement Conditions, past efforts, and planned efforts.  
(December 2011 – May 2012)
3. Countywide Local Streets and Roads Annual Report to include:
  - a. Countywide pavement conditions along the federal aid system and local street systems.
  - b. Countywide pavement investments, planned investments, and financial shortfalls.
  - c. Current and future funding outlook for local streets and roads projects.  
(April – July 2012)

**Approach:** STA staff will work closely with MTC's StreetSaver Program staff and the Solano Project Delivery Working Group to produce and review each deliverable prior to presenting drafts and final drafts to the STA Technical Advisory Committee and the STA Board.

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DATE: September 1, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80/I-680/State Route (SR) 12 Interchange Project

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for five major projects, which include the following:

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Completed)
- I-80 Express Lanes Project (Underway)
- I-80/I-680/SR 12 Interchange Project (Subject of this staff report)

**Discussion:**

The California Transportation Commission (CTC) approved using the \$24 M in remaining Proposition 1B Corridor Mobility Improvement Account (CMIA) funds for the first construction package for the I-80/I-680/SR 12 Interchange. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Report /Environmental Impact Statement (FEIR/EIS) for the Project. In order to maintain the schedule for the first construction package, STA staff is now recommending the Board approve an allocation request of \$5.0 million for the relocation of the Pacific Gas and Electric (PG&E) valve lot (Right of Way phase). The allocation will fund final design, right-of-way acquisition, and construction for the relocation of the PG&E valve lot. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure 2 (RM 2) Project 7 and cash flow plan (attachments to resolution). In addition, the draft environmental document (Draft Mitigated Negative Declaration (MND)) for the PG&E Valve Lot Relocation will be ready to circulate for public comment on September 15, 2011.

**Fiscal Impact:**

The environmental clearance, design, right of way acquisition and construction of the PG&E Valve Lot Relocation for the I-80/I-680/SR 12 Interchange Project would be funded with Regional Measure 2 or Assembly Bill (AB) 1171 Bridge Toll funds dedicated to the Interchange Complex.

**Recommendation:**

Approve the following:

1. Resolution No. 2011-13 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.0 million in Regional Measure 2 or Assembly Bill (AB)1171 Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the relocation of the PG&E valve lot (Right-of-Way Phase); and
2. Authorize the Executive Director to circulate the Draft Mitigated Negative Declaration (MND) for the PG&E Valve Lot Relocation.

Attachment:

- A. STA Resolution No. 2011-13

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2011-13**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING AB1171 FUNDING ALLOCATIONS FROM THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE –  
PHASE 1 PROJECT**

**WHEREAS**, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

**WHEREAS**, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

**WHEREAS**, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

**WHEREAS**, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions; and

**WHEREAS**, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange – Phase 1 project (PROJECT), which is eligible for RM2 and AB 1171 funding; and

**WHEREAS**, the AB1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

**RESOLVED**, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED** that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities

and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the amount of \$5,000,000.00 for Right-of-Way Phase (utility relocation) for the I-80/I-680/SR12 Interchange, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

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Harry Price, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of September 14, 2011.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14<sup>th</sup> day of September, 2011 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiplat  
Clerk of the Board

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DATE: September 1, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector Mitigation Planting and Irrigation Project - Contract Amendment

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**Background:**

The Solano Transportation Authority (STA) is the implementing agency for the Mitigation Planting and Irrigation Project (Mitigation Site). The STA entered into an agreement on June 17, 2009 with the Solano Community College for implementation of the mitigation site for the North Connector on Solano Community College property. The Mitigation Site is located directly north of the Linear Park Trail, west side of Suisun Creek and east of Solano College Athletic fields. The Mitigation Site consists of approximately 4 acres of mitigation planting, including placement of over 650 trees and 350 shrubs, hydroseeding, installation of electrical service for irrigation controllers, irrigation, and development of a water supply.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with implementation of the Mitigation Planting and Irrigation Project (Mitigation Site). The project was designed by HT Harvey and Associates (HT Harvey), a professional ecological consulting firm with experience in designing mitigation planting projects. Upon completion of the Mitigation Site Construction, one set of as-built plans are typically required by the permitting agencies. Since the Mitigation Site provides mitigation for the North Connector, the I-80 HOV Lanes and the I-80 EB Cordelia Truck Scales, the permitting agencies are requiring 2 separate sets of as-built plans, one for the North Connector and one combined for the I-80 HOV Lanes and I-80 EB Cordelia Truck Scales. In addition, HT Harvey has provided extensive follow-up with agency personnel regarding the projects. As such, STA staff is recommending approval of a contract amendment with HT Harvey for an amount not-to-exceed \$12,600 to cover these additional services. These services are discussed in more detail in the attached letter from HT Harvey dated August 31, 2011.

**Fiscal Impact:**

The Mitigation Planting and Irrigation Project (Mitigation Site) related costs will be funded with Bridge Toll funds already allocated to the North Connector Project.

**Recommendation:**

Approve a contract amendment for HT Harvey and Associates to cover additional Mitigation Site related services for the North Connector Project for an amount not-to-exceed \$12,600.

Attachment:

- A. HT Harvey letter dated August 31, 2011.

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**H. T. HARVEY & ASSOCIATES**  
**ECOLOGICAL CONSULTANTS**

31 August 2011

Ms. Janet Adams  
Solano Transportation Authority  
1 Harbor Center, Suite 130  
Suisun City, CA 94585

Subject: Summary of additional out-of-scope work for the STA North Connector and I-80 HOV Lanes/Cordelia Truck Scales projects

Ms. Adams:

The following describes the tasks that were required by the permitting agencies to obtain acceptance of the mitigation work.

We anticipated a single as-built plan for the site to include the North Connector and the I-80 HOV Lanes/Cordelia Truck Scales project. The permitting agencies deemed that this was not an acceptable approach. However, we did successfully negotiate preparing 2 as-builts (one for the North Connector and one combined for the I-80 HOV Lanes/Cordelia Truck Scales) instead of 3 separate reports. Following submittal of the as-built plans there has been extensive follow up correspondence with agency personnel to discuss the projects and we have been required to provide substantial amounts of background information to agency staff that had no previous involvement on these projects.

These unanticipated, additional efforts were needed and H. T. Harvey & Associates was efficient in conducting them. This additional work was all done with the intention of completing the mitigation in a timely fashion and keeping the STA in compliance with their mitigation requirements, which was achieved. Costs associated with this work total \$12,527.62.

Sincerely,

Matt Quinn  
Senior Restoration Ecologist  
H. T. Harvey & Associates

cc: Natalina Bernardi and Chris Rideout (BKF Engineers)  
Pat Boursier and Dan Stephens (H. T. Harvey & Associates)



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DATE: September 1, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector Project - Contract Amendment

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**Background:**

STA was the lead agency on implementing the East Segment of the North Connector Project. The Project has been opened for traffic, with final construction activities being completed and closeout activities underway.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. Beyond construction, several activities remain to be completed, including the following: 1) preparation of Record Drawings; 2) Right of Way acquisition; 3) acquisition of agricultural easements; and 4) mitigation site monitoring. BKF Engineers (BKF), the design consultant for the project, is providing services related to the first three activities. STA staff is recommending approval of a contract amendment with BKF to cover the costs associated with completing these activities for an amount not-to-exceed \$51,900. The additional services are discussed in more detail in the attached letter from BKF Engineers dated August 29, 2011 (Attachment A).

**Fiscal Impact:**

The preparation of Record Drawings, assistance with Right of Way acquisition and acquisition of agricultural easements by BKF will be funded with Regional Measure 2 (RM 2) funds already allocated to the North Connector Project.

**Recommendation:**

Approve a contract amendment for BKF Engineers to cover the preparation of Record Drawings, continued assistance with Right of Way acquisition and acquisition of agricultural easements for the North Connector Project for an amount not-to-exceed \$51,900.

Attachment:

- A. Letter from the BKF dated August 29, 2011.

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August 29, 2011

Ms. Janet Adams  
 Solano Transportation Authority  
 One Harbor Blvd, Suite 130  
 Fairfield, CA 94585

**Subject: North Connector Project – East Segment  
 Extra Work Request**

Dear Ms. Adams:

BKF Engineers (BKF) respectfully submits the following extra work request proposal to provide additional services for the North Connector – East Segment Project (Project) for your consideration. The extra work is related to providing services associated with the project closeout as the construction of the Project is completed. Below is a summary of those efforts and the associated fees:

1. BKF will need to prepare Record Drawings for the project documenting the construction related modifications to the contract documents.
2. BKF has been requested by the STA to continue to provide right-of-way acquisition support. We are requesting an additional \$5,000 to continue this effort.
3. BKF will coordinate with its sub-consultant Geocon to conduct an Initial Site Assessment for the eight (8) parcels located off Abernathy Road. The level of effort associated with this work is estimated to be \$12,300 as further described in Exhibit 'A'.
4. Geocon with BKF's support will also conduct a Phase 2 Site Investigation for the eight (8) parcels identified above under Item #3. Work shall include field investigations, testing and analysis as outlined in the attached Exhibit 'B'. It is assumed that a no cost encroachment permit will be issued by Solano County and that existing structures will not be demolished and thus asbestos/lead paint surveys will not be required. We estimate the level of effort for this work to be \$29,600 which is further described in Exhibit 'A'.

Below is a summary for the proposed work:

Record Drawings	\$ 5,000.00
ROW Support	\$ 5,000.00
Initial Site Assessment	\$ 12,300.00
Phase 2	\$ 29,600.00
<b>Total Proposed Extra</b>	<b>\$ 51,900.00</b>



Please contact me if you have any questions or require additional information. BKF is pleased to continue its successful relationship with Solano Transportation Authority (STA) through the project completion phase of the Project.

Very truly yours,  
BKF Engineers

A handwritten signature in black ink, appearing to read 'Natalina V. Bernardi'.

Natalina V. Bernardi, P.E.  
Principal/Vice President

cc: Dale Dennis, STA Project Manager

# EXHIBIT 'A'

## Initial Site Assessment (ISA)

It is proposed to perform research to estimate the existing potential for impacts to the project Site (i.e., levels of hazardous materials/wastes warranting regulatory cleanup action) from the presence of hazardous materials/wastes on, or within, the vicinity of the Site. For the purposes of this ISA, the "vicinity" of the Site is defined as properties located within ¼-mile of the Site. The guidelines used for the definition of hazardous materials/wastes are presented in the California Code of Regulations, Title 22. The ISA will be performed in general accordance with American Society for Testing and Materials (ASTM) Designation E1527-05 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

The scope of services for the ISA is presented as follows.

- Perform a reconnaissance of the Site to assess conditions for the presence, or make visual observations of indicators of the potential existing presence, of hazardous materials, hazardous wastes, or soil and/or groundwater impacts on the Site. These indicators include, but are not limited to, 55-gallon drums, USTs and aboveground storage tanks, chemical containers, waste storage and disposal areas, industrial facilities, discolored surficial soils, electrical transformers that may contain polychlorinated biphenyls (PCBs), and areas conspicuously absent of vegetation. **Client would be responsible for providing us with a site plan clearly depicting the site boundaries and building locations. Client would also be responsible for obtaining permission to enter the Site prior to our visit.** If access is unavailable to any portions of the Site, our ability to complete the assessment described herein may be hindered. Provisions for a survey of wetlands delineation, asbestos, lead-based paint, lead in drinking water, radon gas, and methane gas are not provided in this scope of services.
- Perform a visual survey of the adjacent properties from the Site and from public thoroughfares to observe general types of land use surrounding the Site.
- Review the *Standard Environmental Records Sources: Federal and State* referenced in American Society for Testing and Materials (ASTM) Designation E 1527-05 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* to obtain information regarding the potential presence of hazardous materials/wastes on the Site or on properties located within the approximate minimum search distance specified for each source.
- Review reasonably ascertainable regulatory agency files the Site and/or properties in the vicinity of the Site whose environmental conditions might potentially impact the Site. The sources for these files may include the Contra Costa County Department of Environmental Health and the Regional Water Quality Control Board (RWQCB).
- Review documents provided by Client at Client's discretion. Potentially useful documents may include geotechnical, geologic, and environmental reports, Site plans, plot plans, and correspondence with regulatory agencies.
- Conduct interviews by telephone or in writing with present and past tenants/owners of the Site to evaluate activities conducted at the Site with regard to the use, generation, storage, or disposal of hazardous materials/wastes onsite. **The names and telephone numbers of the contacts for the above interviews are to be provided by Client.**

## **EXHIBIT 'A'**

- Prepare a report summarizing the findings of the ISA which will qualitatively describe the potential for environmental impairment of the Site. The report will include a completed California Department of Transportation (Caltrans) Checklist. If necessary, the report will also provide recommendations for additional environmental services.

The Draft ISA can be prepared in approximately five weeks. We can finalize the ISA within approximately one week after receiving comments pertaining to the Draft ISA.



DATE: September 2, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Redwood Parkway – Fairgrounds Drive Improvement Project

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**Background:**

Since 2007, STA in partnership with the City of Vallejo and Solano County have been working on studying improvements to the I-80/Redwood Parkway Interchange, Fairgrounds Drive improvements and the State Route 37/Fairgrounds Drive Interchange.

In March 2009, the Project Study Report (PSR) for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component project.

Subsequently, STA entered into a Funding Agreement with Solano County and the City of Vallejo for the environmental documentation for this Project. Per the Funding Agreement, the STA is the lead agency for the California Environmental Quality Act (CEQA) and Caltrans is the lead agency for the National Environmental Protection Act (NEPA). STA has contracted with HQE Inc. to complete the environmental documentation work and project technical report documents.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill into law on August 10, 2005 included a \$2.8 million federal earmark entitled “I-80 HOV Lanes/Interchange Construction in Vallejo.” The remaining amount of this earmark will be the primary source of funding for the environmental document, along with a required 20% local match funds. The PSR utilized \$960,000 of the earmark, which left \$1,560,000 of the earmark for the next phase of work, once the obligation authority amount is considered. Currently the Funding Agreement between the STA, Solano County and the City of Vallejo utilized \$1.2 M of the remaining SAFETEA-LU earmark with a total of \$300,000 of local matching funds contributed by the three agencies.

**Discussion:**

Since initiating the environmental document work, additional work has been requested by Caltrans necessary for the completion of the environmental document. Primarily the work includes additional traffic modeling, site testing for archaeology and a value analysis study of the proposed project. STA staff is recommending approval of a Funding Agreement amendment and a contract amendment with HQE Inc. to cover the costs associated with completing these activities for an amount not-to-exceed \$109,000. As the federal earmark requires a 20% local match, each agency will need to contribute an additional \$7,267 of non-federal funds. The additional services are discussed in more detail in the attached letter from HQE Inc. dated July 22, 2011 (Attachment A). This additional work has been discussed and concurred with by public works staff from Solano County and the City of Vallejo.

**Fiscal Impact:**

The \$7,267 of STA share of non-federal matching funds would be from State Transit Assistance Funds (STAF) which would be reflected in the project budget as part of the mid-year budget update.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to amend the funding agreement between the Solano Transportation Authority, the City of Vallejo, and the County of Solano for the environmental document and project technical report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
2. Authorize the Executive Director to amend the contract with HQE Inc for an amount not-to-exceed \$109,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.

Attachment:

- A. HQE Inc. Letter dated July 22, 2011



- Civil Engineering
- Transportation Planning
- Highway & Rail Design

1814 Franklin Street, Suite 700  
Oakland, CA 94612  
Phone: 510-763-4895  
FAX: 510-763-6215

July 22, 2011

Ms. Janet Adams, Deputy Executive Director/Director of Projects  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

**Subject: Redwood Parkway-Fairgrounds Drive Improvements Project  
Out of Scope Services Summary**

Dear Janet:

Per our discussions, we have encountered unanticipated services that are required for successful delivery of this project as outlined in the table below. We are requesting a contract amendment to cover these out of scope items.

Task	Out of Scope Services	Estimated Cost
Traffic Forecasting	Solano-Napa Model Review/Revisions	\$28,000
Paleontology Evaluation Report (PER)	Paleontological Investigation Report identified potential resources requiring the PER	\$8,000
Protocol Surveys – California Red Legged Frog (CRLF)	Needed to determine presence/no presence due to upstream site that had identified Critical Habitat and CRLF	\$9,500
Air Quality	New PM <sub>2.5</sub> requirement (No project level analysis is assumed)	\$2,000
Noise Study	New requirement – New Protocol 7-13-11	\$1,500
Archaeology	Extended Phase I Investigations - Draft ASR/Native American Coordination identified this next step as a requirement	\$25,000
Value Analysis	Certified Value Specialist (CVS)	\$35,000
	<b>Total</b>	<b>\$109,000</b>

This amendment will require an additional \$87,200 in Federal Funds and the 20% Local Match to be increased by \$7,267 for each participating agency (City, County and STA).

Please call me if you have any questions or need additional information.

Sincerely,

Heidi M. Ouren, P.E.  
President

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DATE: September 1, 2011  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Regional Transportation Fund for Clean Air (TFCA) Program Application Co-Sponsorship

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**Background:**

The Bay Area Air Quality Management District (BAAQMD) annually issues a call for Regional Transportation Fund for Clean Air (TFCA) Program funds. The TFCA funds are generated from motor vehicle registration fees and are split to have 40% of all fee revenue collected returned to the county from which is collected. The remaining 60% is collected for the BAAQMD's Regional TFCA fund program. The Regional TFCA funds are made available on a competitive grant basis to all nine (9) Bay Area Counties each year.

The BAAQMD issued a call for shuttle/feeder route service and rideshare program projects for the Regional TFCA program in late July. This year's Regional Program is estimated to have \$4 million available for both types of projects.

**Discussion:**

Napa County Transportation and Planning Agency (NCTPA) has requested the STA co-sponsor a Regional TFCA Program grant request to pilot shuttle service on State Route (SR) 12 Jameson Canyon (Attachment A). The proposed shuttle service will include stops at the following locations:

1. Suisun City Capitol Corridor Station
2. Fairfield Transportation Center
3. Napa Airport and Business Park
4. Napa Valley College
5. Downtown Napa Transit Station

The estimated one-year operations cost for the shuttle service is \$415,700. The Regional TFCA grant request is for \$312,000 with a local match commitment of \$103,700 split evenly between NCTPA and STA. The shuttle service is proposed to be provided by Napa Valley VINE with 2 Compressed Natural Gas (CNG) Flyer buses. The service is identified in the STA's 2005 SR 12 Corridor Transit Study and is supported by NCTPA. The one year pilot shuttle service will provide assistance in determining future transit service needs for the corridor. STA staff is recommending a local match commitment for one year and a ridership evaluation for future service options.

**Fiscal Impact:**

STA staff is recommending \$51,850 from State Transit Assistance Funds (STAF) as a local match for the Regional TFCA Grant proposal.

**Recommendation:**

Approve the following:

1. Co-sponsor an application with NCTPA for shuttle service along SR 12 Jameson Canyon with stops identified in the staff report; and
2. Approve a local match of \$51,850 from STAF funding for the proposed shuttle service.

Attachment:

- A. STA Co-sponsorship Request Letter



Solano Transportation Authority

...working for you!

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074  
Email: staplan@sta-snci.com ♦ Website: sta.ca.gov

August 31, 2011

Karen Schkolnick, District Grant Programs Manager  
Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109

**RE: Clean Air Shuttle Service for SR 12/Jameson Canyon**

Ms. Schkolnick:

The Solano Transportation Authority (STA) is partnering with Napa County Transportation and Planning Agency (NCTPA) to provide shuttle service along SR 12 Jameson Canyon. The STA and NCTPA's co-sponsored application for shuttle service will include 5 shuttle stops connecting Suisun City Amtrak/Capitol Corridor Train Station to Downtown Napa. There are currently no transit options along the State Route 12/Jameson Canyon corridor.

SR 12 Jameson Canyon carries between 24,700 and 32,500 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun Valley areas. Many of the motorists using this portion of SR 12 live in Solano County and work in Napa County. As more jobs have been established in Napa County and more residences built in Solano County, traffic volumes, congestion, and air emissions have increased on this portion of SR 12. The proposed shuttle service will be successful in reducing single occupancy vehicles along the corridor and reduce air emissions if approved.

As a co-sponsor, the STA will provide a local match of \$51,850 for this request. Please contact Robert Guerrero, Senior Planner at (707) 424-6014 if you have any questions regarding the STA's co-sponsorship commitment.

Sincerely,

Daryl K. Halls  
Executive Director

Cc: Paul Price, NCTPA  
Antonio Onorato, NCTPA

# **Napa Solano Shuttle Service Request Summary**

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## **Background**

Napa County Transportation and Planning Agency (NCTPA) requested the STA's co-sponsorship of a grant to provide one year of shuttle transit service operations along SR 12 Jameson Canyon. The proposed shuttle service route will include a total five stops at the following locations:

1. Suisun City Capitol Corridor Train Station
2. The Fairfield Transportation Center
3. Napa Airport Business Park
4. Napa Valley College
5. Downtown Napa

## **Grant Funding Source:**

Bay Area Air Quality Management District's Regional Transportation Fund for Clean Air Program: Shuttle/Feeder Bus Service. To be eligible, the service route must operate to or from a rail station, airport, or ferry terminal and must coordinate with connecting rail or ferry schedules. Projects cannot replace a local bus service or serve the same route as a local bus service. Pilot projects are defined as new routes that are at least 70% unique and have not been in operation in the past five years.

Funding is provided annually and can be used to fund shuttle/feeders services operations for a maximum of two years. \$4 million is available this year. Public agencies are eligible to apply.

## **Estimated Cost (one-year shuttle service demonstration):**

\$415,700

## **Grant Request:**

\$312,000

## **Local Match:**

\$103,700 total contribution split 50/50 (NCTPA contributes \$51,850 and STA contributes \$51,850)

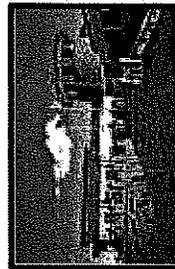
## **Shuttle Buses:**

Two Napa Valley VINE Compressed Natural Gas (CNG) Flyer Buses will be used for the shuttle service.



# Napa Solano Commuter Shuttle

Napa County



Shuttle Service Stops

Solano County

Fairfield



Suisun City



AIR BASE

TAYLOR

TEXAS

CORDELIA

**STa**  
Solano Transportation Authority

**NC NV**  
**TPA TA**

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DATE: September 14, 2011  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Recommendations Derived From the STA Board Workshop of June 27, 2011

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**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. Periodically, the STA Board has held a workshop to discuss and provide staff with policy direction on a range of topics. On June 27, 2011, the STA Board held a work shop at the Solano County Events Center and discussed seven specific topic areas that are listed below:

1. Solano County's Comprehensive Transportation System
2. STA Priorities for the State Route 12 Corridor – Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge an Economic Analysis
3. Implementation on I-80 Corridor – Express Lanes, Freeway Performance Initiative and Ramp Meeting on I-80
4. Opportunities for Public Private Partnerships – P3 Study for Transit Centers and Partnerships with Private Sector to Deliver Local Corridor Improvements
5. Development of Long Range Transit Sustainability Plan
6. Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit
7. Funding of Local Priorities such as Safe Routes to School, Senior and Disabled Mobility, and Local Streets and Roads

Seven of eight board members and three alternates attended the Board Workshop. All eight member agencies were represented. Members of the STA TAC and Transit Consortium also attended. STA staff provided presentations for each of the agenda topics. Copies of the presentations are available on the STA website.

Based on the discussion, suggestions and feedback provided at the Workshop, staff summarized and presented the comments in a draft format to the STA Board at their meeting of July 13, 2011. A summary of the Workshop comments is included as Attachment B. At the Board and TAC meetings, STA staff indicated it was intended to return to the STA Board on September 14<sup>th</sup> with a list of recommendations and follows steps for each of the topics discussed at the Workshop.

**Discussion:**

In follow-up to the Board member comments and discussion provided at the Workshop held on June 27, 2011, staff has developed a series of specific recommendations and actions for consideration by the STA Board. These are included as Attachment C and have been divided based on the seven topic areas covered at the Board work shop. The Workshop recommendations were reviewed by the STA TAC at their meeting of August 31<sup>st</sup> and the TAC unanimously forwarded a recommendation to the Board in support.

**Recommendation:**

Approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in Attachment C.

Attachments:

- A. Agenda Topics for June 27<sup>th</sup> STA Board Workshop
- B. Summary of Comments from STA Board Workshop Reviewed by STA Board on July 13, 2011
- C. Recommended Action Items in Follow up to STA Board Workshop of June 27, 2011



**STA BOARD WORKSHOP**

**10:00 a.m. – 2:00 p.m., Monday, June 27, 2011**  
**Conference Room B**  
**Solano County Events Center**

**MEETING AGENDA**

- I. CALL TO ORDER / INTRODUCTIONS** Chair Price
  
- II. APPROVAL OF THE AGENDA**
  
- III. OPPORTUNITY FOR PUBLIC COMMENT**
  
- IV. WORKSHOP ITEMS**
  - A. The Status of Solano County’s Comprehensive Transportation System** Daryl Halls  
(10:05 – 10:25 a.m.)  
**Pg. 1**
  
  - B. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis)** Robert Macaulay  
(10:25 – 11:00 a.m.)  
**Pg. 31**
  
  - C. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering** Janet Adams  
(11:00 – 11:30 a.m.)  
**Pg. 37**
  
  - D. Opportunities for Public Private Partnerships** Janet Adams  
(11:30 – 12 Noon)  
**Pg. 73**
  
- LUNCH BREAK**  
(12 Noon – 12:20 p.m.)

The complete STA Board Workshop Packet is also available on STA’s Website at [www.sta.ca.gov](http://www.sta.ca.gov)

**E. Solano County Transit Long Range Sustainability** Elizabeth Richards  
(12:20 – 12:50 p.m.)  
**Pg. 83**

**F. Implementation of Sustainable Communities Strategy –** Robert Macaulay  
**Development of Alternative Fuels Strategy and**  
**Infrastructure for Transit**  
(12:50 – 1:20 p.m.)  
**Pg. 91**

**G. Funding of Local Priorities such as Safe Routes to School,** Daryl Halls  
**Senior and People with Disabilities Mobility and Local** Elizabeth Richards  
**Streets and Roads** Sam Shelton  
(1:20 – 1:50 p.m.)  
**Pg. 101**

**V. WRAP-UP / BOARD COMMENTS**  
(1:50 – 2:00 p.m.)

**VI. ADJOURNMENT**

**STA Board Workshop June 27, 2011**  
**Summary of Comments – Updated: August 8, 2011**

IV. Items

A. Status of Solano County's Comprehensive Transportation Plan

- It would be helpful/beneficial to have this history captured on the website to provide the public with its relevance to STA's key goals and policies
- It would be helpful to provide web links to the General Plans of all 7 cities and the county
- The idea of self-sufficiency at local level is a value at the state/regional level
- ***Make sure to include waterways as part of planning efforts***
- Transportation projects = job generation

B. STA Priorities for SR 12 Corridor

- SR 12 is an important component to the county's economic health
- Travis Air Force Base (largest economic engine in Solano) is supplied via SR 12
- SR 12 is a major east/west corridor for goods movement – corridor study will shed light on this importance
- In addition to goods movement, SR 12 is a vital link for the Solano County agricultural industry and commuters
- Eventually SR 12 will probably need to be four lane
- Would like traffic studies to capture traffic data from Hwy 160 and Hwy 4 that use SR 12
- SR 12 - importance for relieving traffic congestion on I-5 and I-80 in the Sacramento region, and SR 4 across the Delta to the East Bay

Issues to consider comprehensively in the Corridor Study

- Movement of goods & services
- Economic Development
- Flood preparation/safety
- SB 375 Requirements
- Sea level rise/global warming
- Physical Land Stability
- SR 12 should no longer be considered a 'country road' in functionality
- SR 12 should be looked at as a 4 lane highway in the next MIS
- There should be a component that looks at traffic impacts
- SR 12 is significant to both the region and mega-region
- Toll from a new bridge should be considered as a funding mechanism
- Wine industry, Sacramento airport/Port – movement of goods from these areas uses SR 12, and is important to the regional economy.
- A partnership with Port Authorities could be established for constructing a tunnel for SR 12 by combining with waterways.

- *Take advantage of UC Davis Transportation Program Modeling (Institute of Transportation Studies – they are an excellent source of data.)*

C. Results from the economic study will show who has an economic stake in SR 12 Implementation on I-80 Corridor – Express Lanes, Ramp Metering and Freeway Performance Initiative

**Ramp Metering:**

- Local concerns/issues with ramp metering will be addressed before meters are turned on
- Is there flexibility in how ramp metering is turned on? → State has to work on agreement with local jurisdictions – need local concurrence before turned on
- Look into other Caltrans MOU models (Davis, San Mateo, Santa Clara)
- Is there data that show impacts on city streets? We need studies to show queuing impacts on ramps? → Traffic counts/impacts need to be examined
- Is it possible to phase in ramp metering per city → Caltrans prefers to cover entire area, so that traffic doesn't try to bypass on other streets/roads.
- Metering is being installed in Fairfield/Vacaville (edge of Vallejo to County line) → Ramp metering will be installed in Vallejo at a later date after improvements are made.
- Parlay discussion about ramp metering to have discussion with Caltrans regarding improvements to ramps in Vallejo
- Are there any examples of other cities in the state that have faced similar operational issues as Vallejo?
- Ramp metering dependant on technology of system
- Importance of emergency access
- Importance of public outreach before ramp metering is switched on

**Express Lanes:**

- Why are there no questions regarding Express Lanes?
- By charging toll, are we forcing taxpayers to pay for lane twice? → HOT Lanes – drivers have a choice to drive in mixed flow lanes
- Has public outreach on HOT lanes been done?
- Will the HOT lanes issue be put before the voters?
- Don't HOT lanes restrict lower income drivers? → Statistics show that HOT lanes do not restrict lower income drivers.
- Revenue pays for operation of lane & build out of HOV system
- Are there studies that show benefits of express lanes (when existing lanes are used)
- Concern over adding a lane – it creates demand with no improvements to traffic congestion of air quality.
- We should look at the options of converting an existing lane (taking away a lane) to a HOT lane as well as adding a lane

#### D. Opportunities for Public Private Partnerships

- P3s are now not just an option, but a necessity, given the lack of state/federal funds.
- We should look into public-private partnerships AND public-public partnerships
- We should look at more than development fees.
- Look at other opportunities for P3s – signage at transit facilities, advertising, etc.
- Focus of P3s on transit facilities – what is the private opportunity?
- There is opportunity for parking management, and multiple users (charging for parking). We should study the mixed-use potential and include the County Government parking structure in the study
- There is opportunity for senior housing/partnering with a developer, HUD, EPA, FTA Grants.
- Redwood City has a good model of parking management.
- Paid parking can be a source of revenue, but can also be a deterrent for economic activity and for transit users if it is too costly.
- Can we use incentives to get transit riders to use paid parking?
- Jepson as alternative to I-80 – need to increase speed, less traffic lights → need to keep traffic flowing, but also keep reasonable accommodations bicyclists & pedestrians.
- The City has no money to maintain Jepson Parkway.

#### E. Solano County Transit Long Range Sustainability

- Why is Vacaville's revenue/cost structure different than other transit providers?
- ARRA money was used systemwide for operations & maintenance – lasted 2 years, TDA money was banked for use after ARRA funds were depleted.
- Dixon and other smaller cities should consider partnering with a larger jurisdiction (like Vacaville) for transit services.
- Can we get more fare box recovery? (20-30% average in the state)
- Given Solano County has no local sales tax, Solano is doing relatively well with fare box recovery
- If we subsidize 4/5 of the service, should we cut or eliminate service?
- With increased fares and service cuts, some ridership has decreased. Vallejo increased fares, cut service and lost ridership revenue. Vacaville cut fares, modified service and increased farebox recovery.
- Raising rates is not the solution – would still have to subsidize transit
- Examine bus maintenance costs – look for efficiencies.

F. Implementation of Sustainable Communities Strategy – Development of Alt Fuels & Infrastructure for Transit

- STA should continue work with all cities – coordinate a plan countywide, have consistency, and ensure coordinated policies between cities.
- Vacaville as a model – All transit in VV is EV/CNG, many city vehicles are EVs, and Vacaville Transit Center uses solar power
- Should look at P3 potential for commercial provision of alternative fuel stations.
- Benicia is doing public outreach for implementation of their Climate Action Plan. They are identifying transportation as a key issue where citizens can take action.
- STA should continue its work on agricultural access and open space – even do a pilot project.

G. Funding of Local Priorities such as SR2S, Senior and People with Disabilities Mobility, and Local Streets and Roads

**SR2S**

- Solano’s SR2S program has been very effective – we should continue to support it.
- Important to involve schools (public and private) in SR2S discussions
- Ensure all school districts that service Solano are included.

**Senior and People with Disabilities Mobility**

- We should look at partnering with other programs to provide funding for mobility of seniors and people with disabilities.

**Local Streets and Roads**

- PCI is actually worse than shown in the MTC report issued annually. MTC uses 3 year moving average that doesn’t capture recent deterioration.
- STA should take a more aggressive role in identifying local need and improving and maintaining local streets and roads.

**RECOMMENDED FOLLOW UP ACTIONS  
STA BOARD WORKSHOP OF JUNE 27, 2011**

1. Solano County's Comprehensive Transportation System
  - *Continue to identify, support and implement Solano County's Integrated Transportation System along the I-80 Corridor and through Solano County as heart of Northern California's Mega-Region*
  
2. STA Priorities for the State Route 12 Corridor – Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge an Economic Analysis
  - *Advocate with Caltrans for Near-Term SHOPP Projects (SR 12/113 Intersection and SR 12/Church)*
  - *Partner with Solano EDC and stakeholders to develop an Economic Analysis of SR 12 to help STA's support of the SR 12 Major Investment Study*
  - *Advocate for and develop funding strategy for preferred alternative for SR 12 Corridor*
  
3. Implementation on I-80 Corridor – Express Lanes, Freeway Performance Initiative and Ramp Meeting on I-80
  - *Support MTC's regional Express Lanes authorization application to CTC that includes entire I-80 and I-680 Corridors in Solano County*
  - *Coordinate with Caltrans, MTC and affected local agencies on implementation of ramp metering as part of overall I-80 operational improvements*
  - *Continue and complete project development activities leading to construction and opening of initial two phases of I-80 Express Lanes located between Red Top Road in Fairfield and I-505 in Vacaville*
  
4. Opportunities for Public Private Partnerships – P3 Study for Transit Centers and Partnerships with Private Sector to Deliver Local Corridor Improvements
  - *Complete initial feasibility study for Public Private Partnerships for Transit Centers in partnership with affected cities*
  - *Determine opportunities and next steps following completion of phase 1*
  
5. Development of Long Range Transit Sustainability Plan
  - *Authorize initiation of long range transit sustainability plan for Solano County's transit operators*
  
6. Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit
  - *Authorize development of an Alternative Fuels Strategy and Infrastructure Study for transit and public fleets*
  - *Continue to assist cities in the development of their Climate Action Plans per SB 375*

- *Assist cities and County to implement supportive Local Transportation and Land-Use Policies per ABAG and MTC's OneBayArea Plan and new Grant Program with focus on countywide or city level employer trip reduction ordinances and adoption of bicycle/pedestrian plans and complete streets policies*
  - *Work with the City of Benicia to assist in implementation of their Climate Action Plan*
  - *Work with County of Solano in the implementation of new Priority Conservation Area Planning Pilot*
7. Funding of Local Priorities such as Safe Routes to School, Senior and Disabled Mobility, and Local Streets and Roads
- *Reactivate SR2S Task Forces, Update SR2S Plan and Community Priorities, and expand program to reach all of Solano County's public and private schools*
  - *Authorize STA to develop Mobility Plan & Program for Seniors and People with Disabilities in partnership with transit operators, County, Solano Senior Coalition and non-profits*
  - *Partner with County of Solano to determine and address mobility needs for Health and Social Services and First Five program clients*
  - *Develop annual Local Streets and Roads Pavement Condition Report for Solano County to identify and track maintenance conditions and needs*



DATE: September 9, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: One Bay Area Block Grant Proposal

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**Background:**

Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

MTC also worked with ABAG on the development of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs are areas with typically mixed uses and high densities, served by transit. Solano County has 9 designated PDAs: 1 in Benicia, 1 in Vallejo, 4 in Fairfield, 1 in Suisun City and 2 in Vacaville.

MTC administers significant transportation funds from federal and state sources. The RTP is the primary document for planning the use of these funds. Only programs and projects identified in the RTP are eligible to receive Surface Transportation Program (STP) and Congestion Mitigation for Air Quality (CMAQ) funds. MTC and ABAG are proposing a new program as part of the year 2040 RTP called the One Bay Area block grant, that will bundle STP and CMAQ funds together for local Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA). MTC and ABAG have released draft guidelines for the One Bay Area Block Grants (Attachment A), and are seeking input on the guidelines.

At its meeting of August 11, 2011, the Solano City County Coordinating Council (4Cs) considered the One Bay Area Block Grant guidelines. The 4Cs recommended changes be made to the One Bay Area Block Grant guidelines, as shown in the attached 4Cs staff report (Attachment B).

**Discussion:**

The One Bay Area Block Grant proposal will combined a number of previously separate programs: Local Streets and Roads maintenance, regional Safe Routes to Schools, regional Bicycle Network development, and Transportation for Livable Communities.

There are four areas of concern for STA and the member agencies regarding the One Bay Area Block Grant guidelines: Restrictions on federal Surface Transportation Program (STP) funds, restricted use of funds in PDAs, the Supportive Local Transportation and Land Use Policies and insuring no net revenue loss for Solano County from Cycle 1 funding levels.

Expenditure of STP Funds. STP funds are the only funds that can be used for Local Streets and Roads (LS&R) maintenance. If One Bay Area Block Grant funds are restricted to PDAs, as discussed below, this would severely limit agency capacity to maintain local roadways. An alternative approach would be to allow STP money to be spent on any qualifying roadway, and to focus Congestion Management for Air Quality (CMAQ) funding in the PDAs.

PDA Restrictions. The One Bay Area Block Grant guidelines propose requiring 70% of the funds be spent within designated PDAs. This is based upon ABAG's initial estimate that 70% of the Bay Area's 25-year housing need can be accommodated in PDAs. CMAQ money is typically used for capital projects such as bicycle paths and pedestrian areas, but can also be used for programmatic activities such as the Solano Napa Commuter Information program and Safe Routes to School. It is unclear how the proposed PDA restriction would impact CMAQ programmatic expenditures. In addition, ABAG has not discussed whether a potential lowering of the proportion of Bay Area residential growth in PDAs would result in a similar lowering of the proposed proportion of One Bay Area Block Grant funds to be spent in the PDAs. Finally, many projects that support PDA projects are either adjacent to or only partly located within PDAs, and the One Bay Area Block Grant draft guidelines would severely limit the ability of such projects to be funded.

Supportive Local Transportation and Land Use Policies. The One Bay Area Block Grant guidelines include the following proposed language:

Supportive Local Transportation and Land-Use Policies: MTC and ABAG Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

- a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
- b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
- c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
- d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

The city and county Planning Directors were surveyed in June of 2011 regarding these policies. They concluded that none of the jurisdictions in Solano County would be able to meet 2 or more of these criteria. A number of jurisdictions are struggling with the same issue throughout the region. This would potentially render the 7 cities and the county ineligible for the One Bay Area Block Grant funds. This could be addressed by revising Policy a) to read as follows:

- a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) **or** adopted city and/or countywide employer trip reduction ordinances or programs.

This would allow the SNCI rideshare program to act as the countywide employer trip reduction program for all agencies. In addition, STA's pending Countywide Bicycle and Pedestrian plans

could be adopted by jurisdictions that lack their own plans to help meet Policy d), leaving only the requirement for agencies to adopt a Complete Streets ordinance to qualify for One Bay Area Block Grant funds.

No Net Loss of Revenue. Senior MTC staff made an early verbal commitment that no CMA would experience a net reduction in revenue with the One Bay Area Block Grant program compared to the grant program in Cycle 1. This was an important consideration for many of the CMAs with either smaller populations and/or less densely urbanized areas. However, the draft One Bay Area Block Grant guidelines show Solano County receiving \$13.8 million in Cycle 2 block grants versus the \$15.2 million provided by the first Cycle. Marin and Napa Counties also appear to be receiving lesser county totals under this proposal. MTC staff has argued that the STA is using the wrong fund sources for calculating the Cycle 1 baseline, but STA staff believes that the \$15.2 million baseline is consistent with the One Bay Area Block Grant definitions. Other CMAs have expressed similar concerns about how MTC is calculating the Cycle 1 baseline, and that MTC is not holding to its ‘no net loss of revenue’ commitment.

At its meeting of August 31, 2011, the STA Technical Advisory Committee (TAC) reviewed the proposed guidelines. The STA TAC recommended adding language to allow non-STP project funds to be spent on projects within or directly supporting PDAs.

**Fiscal Impact:**

The One Bay Area Block Grant guidelines will shape the amount of funds available to local jurisdictions for block-grant eligible programs, such as LS&R maintenance, Transportation for Livable Communities, and bicycle and pedestrian facility construction. For the Cycle 2 funding period, MTC estimates this will be \$13.8 million (combined STP and CMAQ funds). Funding amounts are shown in the One Bay Area Block Grant guidelines (Attachment A of this staff report, refer to Attachment C of the Block Grant Guidelines). As noted above, STA believes this funding amount should be \$15.2 million. If MTC is unwilling to adjust the funding available to Solano County, the net loss will be approximately \$500,000 per year for the 3 years of Cycle 2.

**Recommendation:**

Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. Allow STP funds to be spent on any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;
2. Change the language of Supportive Local Transportation and Land-Use Policy a) to read “Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) *or* adopted city and/or countywide employer trip reduction ordinances or programs”;
3. A ‘no net loss of revenue’ for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to \$15.2 million; and
4. Allow non-STP funds to be spent on projects within or in direct support of PDAs.

Attachments:

- A. One Bay Area Grant Program guidelines, dated July 8, 2011.
- B. 4Cs staff report dated August 11, 2011.

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# OneBayArea Grant Program

(Draft July 8, 2011)

## Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

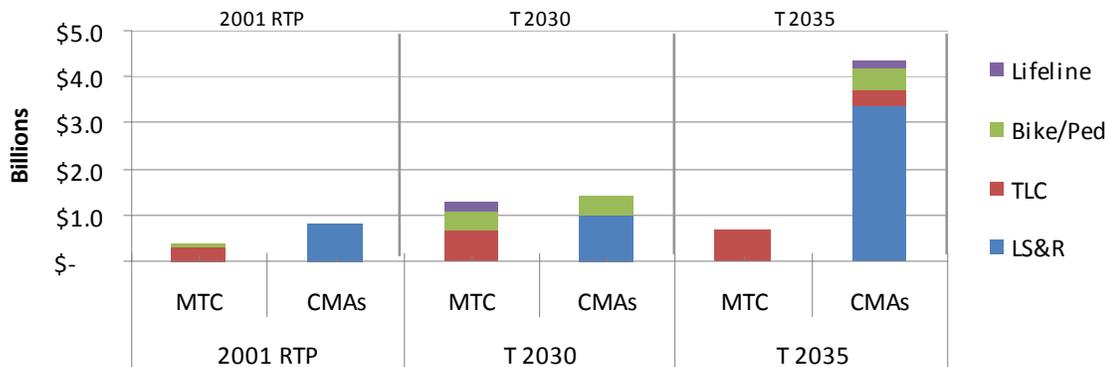
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region’s federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

## OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

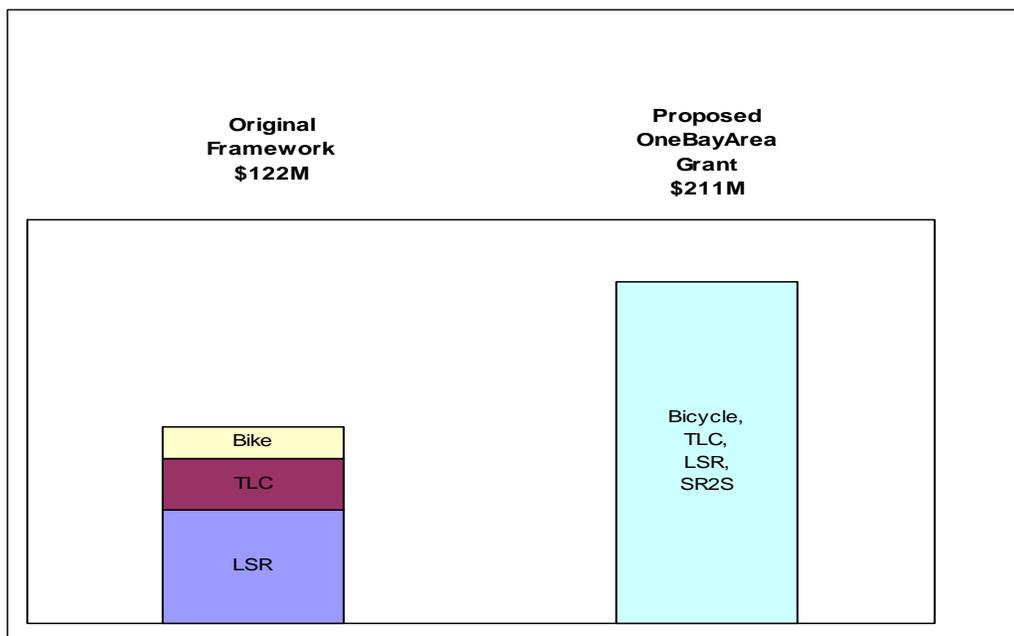
### Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region’s housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



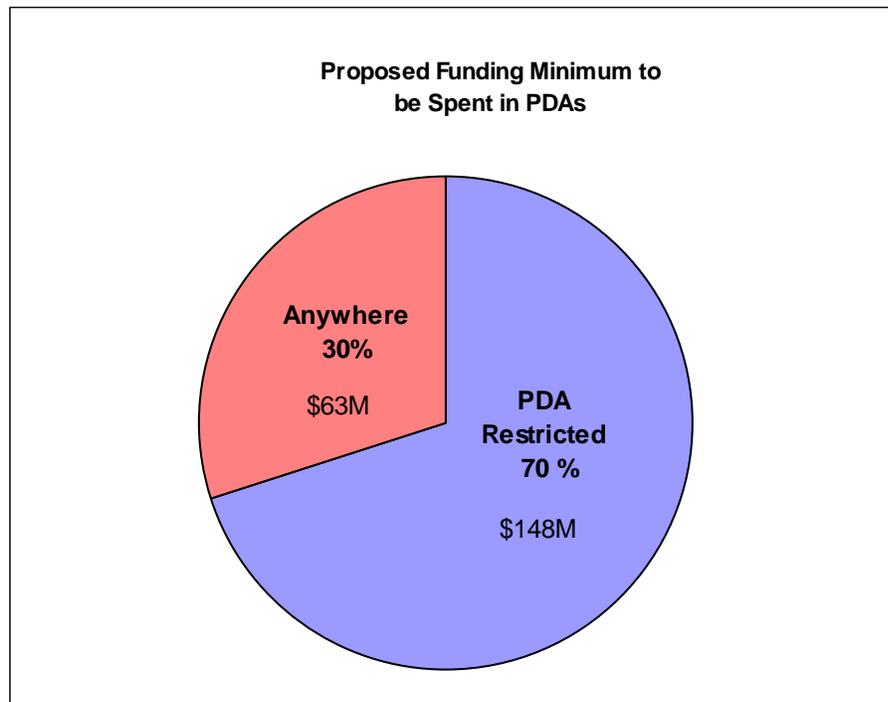
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$5 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

**Distribution Formula for the OneBayArea Grant (Attachments B, C, D)**

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



*The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.*

### **Performance and Accountability**

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
  - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
  - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
  - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
  - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008
  
2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

### **Implementation Issues**

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

# OneBayArea Grant Proposal

## New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	37
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	105
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	5		
10 Priority Conservation Area Planning Pilot							
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
<b>Total</b>	<b>324</b>	<b>142</b>	<b>426</b>	<b>122</b>	<b>343</b>	<b>211</b>	<b>554</b>
	<b>70%</b>	<b>30%</b>	<b>78%</b>	<b>22%</b>	<b>62%</b>	<b>38%</b>	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Cycle2 Develop tables.xls\Program Funding 7-8-11

\* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

**1) Regional Planning:**

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

**4) Transit Capital Rehabilitation:**

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

**5) Local Streets and Roads Rehabilitation**

\$3M for a scaled back PTAP program

**6) Climate Initiative:**

\$5M for SFGGo in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

**7) Regional Bicycle Program:**

\$20M as CMAQ rather than TE as originally proposed in Framework

**8) Transportation for Livable Communities (TLC)**

TLC program eliminated - All TLC funds to OneBayArea grant

## **Attachment A-2: Regional Programs**

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B  
PROPOSAL**

**OneBayArea Grant Distribution Formula  
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
<b>Bay Area Total</b>	<b>\$211.0</b>	<b>\$122.1</b>

**Difference From Status Quo Grant Program**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
<b>Bay Area Total</b>	<b>\$88.9</b>	<b>-</b>

**% Change From Status Quo Grant Program**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
<b>Bay Area Total</b>	<b>73%</b>	<b>-</b>

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\Block Grant\Distribution Options.xls\Distrib Overview

Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

# Attachment C

## PROPOSAL

### PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
<b>Regional Total</b>	<b>\$211.0</b>	<b>\$147.7</b>	<b>\$63.3</b>



# Attachment D: Priority Development Areas

## Alameda County

Jurisdiction or Area Name	PDA Status
<b>Alameda</b>	
Naval Air Station	Planned/Potential
<i>Northern Waterfront</i>	<i>Growth Opportunity Area</i>
<b>Albany</b>	
<i>San Pablo Avenue &amp; Solano Avenue</i>	<i>Growth Opportunity Area</i>
<b>Berkeley</b>	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
<b>Dublin</b>	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
<b>Emeryville</b>	
Mixed-Use Core	Planned
<b>Fremont</b>	
Centerville	Planned
City Center	Planned
Irvington District	Planned
<i>Ardenwood Business Park</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard &amp; Warm Springs Boulevard Corridor</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Growth Opportunity Area</i>
<i>South Fremont/Warm Springs</i>	<i>Growth Opportunity Area</i>
<b>Hayward</b>	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
<i>Carlos Bee Quarry</i>	<i>Growth Opportunity Area</i>
<i>Mission Corridor</i>	<i>Growth Opportunity Area</i>
<b>Livermore</b>	
Downtown	Planned
Vasco Road Station Planning Area	Potential
<b>Newark</b>	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
<i>Cedar Boulevard Transit</i>	<i>Growth Opportunity Area</i>
<i>Civic Center Re-Use Transit</i>	<i>Growth Opportunity Area</i>

***Oakland***

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

***Pleasanton***

Hacienda	Potential
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***San Leandro***

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

***Union City***

Intermodal Station District	Planned
<i>Mission Boulevard</i>	<i>Growth Opportunity Area</i>
<i>Old Alvarado</i>	<i>Growth Opportunity Area</i>

***Alameda County Unincorporated***

<i>Castro Valley BART</i>	<i>Growth Opportunity Area</i>
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Growth Opportunity Area</i>

## Contra Costa County

### Jurisdiction or Area Name

### PDA Status

#### *Antioch*

Hillcrest eBART Station

Planned

Rivertown Waterfront

Potential

#### *Concord*

Community Reuse Area

Potential

Community Reuse Area

Potential

*Downtown BART Station Planning*

*Growth Opportunity Area*

*North Concord BART Adjacent*

*Growth Opportunity Area*

*West Downtown Planning Area*

*Growth Opportunity Area*

#### *El Cerrito*

San Pablo Avenue Corridor

Planned

#### *Hercules*

Central Hercules

Planned

Waterfront District

Planned

#### *Lafayette*

Downtown

Planned

#### *Martinez*

Downtown

Planned

#### *Moraga*

Moraga Center

Potential

#### *Oakley*

Downtown

Potential

Employment Area

Potential

Potential Planning Area

Potential

#### *Orinda*

Downtown

Potential

#### *Pinole*

Appian Way Corridor

Potential

Old Town

Potential

#### *Pittsburg*

Downtown

Planned

Pittsburg/Bay Point BART Station

Planned

Railroad Avenue eBART Station

Planned

#### *Pleasant Hill*

Buskirk Avenue Corridor

Potential

Diablo Valley College

Potential

#### *Richmond*

Central Richmond

Planned

South Richmond

Planned

*23rd Street*

*Growth Opportunity Area*

*San Pablo Avenue Corridor*

*Growth Opportunity Area*

#### *San Ramon*

City Center

Planned

North Camino Ramon

Potential

***Walnut Creek***

Walnut Creek: West Downtown

Planned

***Contra Costa County Unincorporated***

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue  
Corridor

Planned/Potential

## Marin County

Jursidiction or Area Name	PDA Status
<i>San Rafael</i>	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
<i>Marin County Unincorporated</i>	
Urbanized 101 Corridor	Potential
<i>San Quentin</i>	<i>Growth Opportunity Area</i>

## Napa County

Jursidiction or Area Name	PDA Status
<i>American Canyon</i>	
Highway 29 Corridor	Potential

## San Francisco County

Jursidiction or Area Name	PDA Status
<i>San Francisco</i>	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
<i>Citywide</i>	<i>Growth Opportunity Area</i>

# San Mateo County

Jursidiction or Area Name	PDA Status
<b>Brisbane</b>	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
<b>Burlingame</b>	
Burlingame El Camino Real	Planned
<b>Daly City</b>	
Bayshore	Potential
Mission Boulevard	Potential
<i>Citywide</i>	
<b>East Palo Alto</b>	
Ravenswood	Potential
<i>Woodland/Willow Neighborhood</i>	
<b>Menlo Park</b>	
El Camino Real Corridor and Downtown	Planned
<b>Millbrae</b>	
Transit Station Area	Planned
<b>Redwood City</b>	
Downtown	Planned
<i>Broadway</i>	<i>Growth Opportunity Area</i>
<i>Middlefield</i>	<i>Growth Opportunity Area</i>
<i>Mixed Use Waterfront</i>	<i>Growth Opportunity Area</i>
<i>Veterans Corridor</i>	<i>Growth Opportunity Area</i>
<b>San Bruno</b>	
Transit Corridors	Planned
<b>San Carlos</b>	
Railroad Corridor	Planned
<b>San Mateo</b>	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
<b>South San Francisco</b>	
Downtown	Planned
<i>Lindenville Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
CCAG of San Mateo County: El Camino Real	Planned/Potential

# Santa Clara County

Jursidiction or Area Name	PDA Status
<b>Cambell</b>	
Central Redevelopment Area	Planned
<i>Winchester Boulevard Master Plan</i>	<i>Growth Opportunity Area</i>
<b>Gilroy</b>	
Downtown	Planned
<b>Los Altos</b>	
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<b>Milpitas</b>	
Transit Area	Planned
<i>Hammond Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCandless Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCarthy Ranch Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Midtown Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Serra Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Tasman Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Town Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Yosemite Employment Center</i>	<i>Growth Opportunity Area</i>
<b>Morgan Hill</b>	
Morgan Hill: Downtown	Planned
<b>Mountain View</b>	
Whisman Station	Potential
<i>Downtown</i>	<i>Growth Opportunity Area</i>
<i>East Whisman</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Moffett Field/NASA Ames</i>	<i>Growth Opportunity Area</i>
<i>North Bayshore</i>	<i>Growth Opportunity Area</i>
<i>San Antonio Center</i>	<i>Growth Opportunity Area</i>
<b>Palo Alto</b>	
Palo Alto: California Avenue	Planned
<i>Palo Alto: El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto: University Avenue/Downtown</i>	<i>Growth Opportunity Area</i>
<b>San Jose</b>	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
<i>Bascom TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Bascom Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Blossom Hill/Snell Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Camden Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Capitol Corridor Urban Villages</i>	<i>Growth Opportunity Area</i>

*Capitol/Tully/King Urban Villages*  
*Oakridge/Almaden Plaza Urban Village*  
*Saratoga TOD Corridor*  
*Stevens Creek TOD Corridor*  
*Westgate/El Paseo Urban Village*  
*Winchester Boulevard TOD Corridor*

*Growth Opportunity Area*  
*Growth Opportunity Area*

**Santa Clara**

*Central Expressway Focus Area*  
*El Camino Real Focus Area*  
*Great America Parkway Focus Area*  
*Lawrence Station Focus Area*  
*Santa Clara Station Focus Area*  
*Tasman East Focus Area*

*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*

**Sunnyvale**

*Downtown & Caltrain Station*  
*El Camino Real Corridor*  
*Lawrence Station Transit Village*  
*East Sunnyvale ITR*  
*Moffett Park*  
*Peery Park*  
*Reamwood Light Rail Station*  
*Tasman Station ITR*

Planned  
Planned  
Potential  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*  
*Growth Opportunity Area*

VTA Cores, Corridors, and Station Areas (estimate)

Potential

## Solano County

Jursidiction or Area Name	PDA Status
<b><i>Benicia</i></b>	
Downtown	Planned
<i>Northern Gateway</i>	<i>Growth Opportunity Area</i>
<b><i>Dixon</i></b>	
<b><i>Fairfield</i></b>	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
<b><i>Rio Vista</i></b>	
<b><i>Suisun City</i></b>	
Downtown & Waterfront	Planned
<b><i>Vacaville</i></b>	
Allison Area	Planned
Downtown	Planned
<b><i>Vallejo</i></b>	
Waterfront & Downtown	Planned
<b><i>Solano County Unincorporated</i></b>	

# Sonoma County

Jursidiction or Area Name	PDA Status
<i>Cloverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
<i>North Santa Rosa Station</i>	<i>Growth Opportunity Area</i>
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
<i>8th Street East Industrial Area</i>	<i>Growth Opportunity Area</i>
<i>Airport/Larkfield Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>Penngrove Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>The Springs</i>	<i>Growth Opportunity Area</i>

Provided by ABAG 6/6/2011

**SOLANO  
City County Coordinating Council  
Staff Report**

**Meeting of.** August 11, 2011  
**Agenda Item No:** IV.B

**Agency/Staff:** STA/Robert Macaulay,  
Director of Planning

**Title /Subject:** Approved staff recommended modifications to transportation block grant criteria being developed as part of the Bay Area's Sustainable Communities Strategy and Authorize staff to communicate suggested modifications to the Association of Bay Area Governments and Metropolitan Transportation Commission.

**Background:** Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans. MTC also worked with ABAG on the development of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs are areas with typically mixed uses and high densities, served by transit. Solano county has 9 designated PDAs: 1 in Benicia, 1 in Vallejo, 4 in Fairfield, 1 in Suisun City and 2 in Vacaville. MTC administers significant transportation funds from federal and state sources. The RTP is the primary document for planning the use of these funds. Only programs and projects identified in the RTP are eligible to receive Surface Transportation Program (STP) and Congestion Mitigation for Air Quality (CMAQ) funds. MTC and ABAG are proposing a new program as part of the year 2040 RTP called the One Bay Area block grant, that will bundle STP and CMAQ funds together for local Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA). MTC and ABAG have released draft guidelines for the One Bay Area Block Grants (see Attachment A).

**Discussion:** The One Bay Area Block Grant draft guidelines include several items of interest to CCCC members. One item, found at the bottom of Page 2, is a proposed \$5 million pilot program for the four North Bay counties to develop a plan that uses transportation funding to support agricultural and open space preservation. An example of how this could occur would be to use available funds to maintain or approve access to designated agricultural tourism locations or to key agricultural processing facilities. The majority of the funds in the One Bay Area Block Grant, however, are traditional STP fund for local streets and roads maintenance and transportation planning, and CMAQ funds for programs such as Transportation for Livable Communities, ride share support, Safe Routes to Schools and climate change programs. MTC has previously set out specific criteria for how much money can be used for each category. In the proposed One Bay Area Block Grant, thee 'silos' would be broken down, and the money could be spend as the CMA sees fit, so long as it is consistent with the guidelines and policies of the RTP and the restrictions on the use of Federal funds. The draft One Bay Area Block Grant guidelines propose requiring spending 70% of the block grants

in the designated PDAs, as a way to promote compact, mixed-use, transit served development and therefore reduce emissions of greenhouse gases and other air pollutants. The 70% figure is derived from ABAG's estimate that 70% of the Bay Area's future housing needs can be accommodated in the region's various PDAs. The draft One Bay Area Block Grant guidelines also propose 4 land use criteria that jurisdictions must meet to be eligible to receive One Bay Area Block Grant funds. Those criteria are:

Supportive Local Transportation and Land-Use Policies: MTC and ABAG Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

- a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
- b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
- c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
- d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

A survey of the city and county Planning Directors in June of 2011 revealed that none of the jurisdictions in Solano County would be able to meet 2 or more of these criteria. A number of jurisdictions are struggling with the same issue throughout the region. This would potentially render the 7 cities and the county ineligible for the One Bay Area Block Grant funds.

It is recommended that a letter be sent from the CCCC to the MTC and ABAG chairs and executive directors, requesting that the following changes be made to the One Bay Area Block Grant guidelines:

1. The requirement that 70% of the funds be spend in PDAs be modified to exempt Local Streets and Roads and CMA planning from the 70% PDA rule and require 70% of non-STP funds be spent within or in direct support of PDAs. This would include TLC, bike, pedestrian and climate action projects.

2. The Supportive Local Transportation and Land Use Policies be modified to read as follows:

Local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

- a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) **or** adopted city and/or countywide employer trip reduction ordinances or programs.
- b) Adopted Community Risk Reduction Plans (CRRP) per BAAQMD guidelines; or, adopt a similar Plan approved by the local air district for areas outside of BAAQMD jurisdiction.
- c) Have affordable housing policies in place or policies that ensure that a new development

project receiving One Bay Area Block Grant Funds either does not displace low income housing units or that relocation assistance equivalent to that required by California Redevelopment Law (Health and Safety Code sections 31140 through 31147.5) is provided to displaced residents.

d) Adopted enforceable bicycle/pedestrian plans and complete streets policy pursuant to Complete Streets Act of 2008.

3. Support the agricultural and open space pilot program as proposed by MTC, including funding the pilot program at \$5 million..

**Recommendation:** Approved staff recommended modifications to transportation block grant criteria being developed as part of the Bay Area's Sustainable Communities Strategy. Authorize staff to communicate the suggested modifications and support for the agricultural and open space pilot program to the Association of Bay Area Governments and Metropolitan Transportation Commission.

Attachments: A – One Bay Area Grant Program guidelines, dated July 8, 2011.

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DATE: September 9, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Agricultural and Open Space Access Pilot Plan and Program

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**Background:**

Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

SB 375 also contains a provision requiring the Metropolitan Planning Organization (MPO – in this case, MTC) to consider financial incentives for the preservation of agriculture and open space. STA has previously discussed this issue and sent a letter to MTC and ABAG encouraging them to specify such an incentive. The One Bay Area Block Grant guidelines, which will help implement the Bay Area SCS, contain two such provisions.

**Discussion:**

MTC is proposing to fund a \$5 million open space and agricultural access pilot program for counties with a population of less than 500,000. Qualifying counties would be Solano, Napa, Marin and Sonoma. As proposed, each of the counties would potentially receive \$1.25 million to develop a plan to address transportation and access issues related to the preservation of viable agricultural and open space lands. STA would propose to use approximately \$125,000 to \$150,000 on developing a plan, and the remaining funds on moving forward with one or more priority projects.

With the recent completion of the Solano County General Plan update, this pilot program provides an opportunity for STA to partner with the County to facilitate the implementation of county agricultural and open space goals. Examples include the Tri-Valley Open Space Plan and the Suisun Valley Strategic Plan.

The recommended approach to development of the agricultural and open space plan would be to assemble a working group of county and city staff to guide work done by a consultant. STA would act as the lead agency, and would administer the consultant contract.

Finally, the proposed One Bay Area Block Grant guidelines allow Congestion Management Agencies (CMAs) such as STA to spend up to 5% of the available funds on agricultural and open space transportation projects. If STA were to exercise this option, up to \$690,000 would be available during the period of Fiscal Year (FY) 2012-13 through 2014-15, although this would reduce the amount of funding available to Local Streets and Roads, bike and pedestrian projects, Safe Routes to School, and other priorities

The RTP will not be adopted until the spring of 2013. MTC has not set date for adoption of the One Bay Area Block Grant program, but will need to do so by the beginning of FY 2012-13 in order to be ready to program funds.

At its meeting of August 31, 2011, the STA Technical Advisory Committee (TAC) discussed the proposed agricultural and open space access pilot program. The TAC unanimously recommended that the STA Board direct staff to develop a scope of work for the proposed pilot program and be prepared to move forward as soon as funding is confirmed.

**Fiscal Impact:**

Funds for the agricultural and open space access pilot program will come ‘off the top’ of regional planning funds, and will not impact money available for other transportation activities in Solano County. If STA exercises the option to use 5% of the block grant funds for agricultural and open space transportation, those funds would be unavailable for other eligible transportation activities.

**Recommendation:**

Authorize STA staff to develop a Scope of Work for the Metropolitan Transportation Commission (MTC)’s proposed agricultural and open space pilot plan and program for Solano County.



DATE: September 6, 2011  
 TO: STA Board  
 FROM: Sam Shelton, Project Manager  
 RE: Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds

**Background:**

The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is \$9.449 M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. In addition, \$3 M of Eastern Solano CMAQ (ECMAQ) funding was made available for projects and programs on the eastern side of Solano County, including the cities of Dixon, Vacaville, and Rio Vista as well as eastern unincorporated areas of the County of Solano.

In 2010, the STA Board approved the programming of \$3 M of ECMAQ funding for the following FY 2010-11 and FY 2011-12 projects:

<b>ECMAQ Funding</b>	<b>Agency</b>	<b>Project</b>	<b>Status</b>
\$520,000	STA	STA's Safe Routes to School Program	Obligated first \$215,000
\$445,000	STA	STA's Solano Napa Commuter Information	Obligated \$445,000
\$975,000	Vacaville	Vacaville's Intermodal Station – Phase 2	Requested FTA transfer for Environmental
\$810,000	Vacaville	Ulatris Creek Bicycle Pedestrian Path Project	Right of Way
\$250,000	Solano County	Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road)	Environmental
<b>\$3,000,000</b>	<b>TOTAL</b>		

On October 13, 2010, the STA Board adopted Resolution No. 2010-15, authorizing the programming of \$305,000 of Eastern Solano CMAQ (ECMAQ) funding for the STA's SR2S Program.

This \$305,000 of ECMAQ funding was unable to be programmed for Dixon's West B Street Pedestrian Undercrossing project, as originally intended. Through a funding swap between Dixon and Vacaville, \$975,000 of available ECMAQ helps advance both Vacaville's Intermodal Station – Phase 2 and Dixon's West B Street project. Without other projects able to use this funding by FY 2011-12, the STA recommended programming this funding to the STA's SR2S Program in October 2010 and recommended considering reprogramming a percentage of these dollars later, should another project be identified to use this funding. On September 29, 2010, the STA TAC discussed these remaining funds and agreed that the funding should be reexamined if another priority project has been identified as ready to go.

**Discussion:**

On August 19<sup>th</sup>, Solano County staff approached STA staff regarding a constructible phase of the Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road), currently in the environmental phase. Due to a favorable Natural Environmental Study (NES), Solano County staff believes they can request obligation of FY 2011-12 ECMAQ funding for construction by MTC's February 2012 deadline. Solano County staff will discuss their project delivery schedule with the STA TAC.

Prior to Solano County's proposal, STA staff developed a specific work plan for the \$305,000 of additional SR2S funding for a Pilot Walking School Bus and Bicycle Train Program. In July 2011, the STA applied for \$500,000 for federal SRTS funds to conduct a countywide Walking School Bus and Bicycle Train Program. Attached is the scope of work (Attachment A) and budget (Attachment B) for this program. STA staff estimates that the pilot program will cost about \$150,000 per year. Should the STA not receive the \$500,000 federal SRTS grant in October 2011, the \$305,000 would alternatively help fund at least a 2-year pilot program in eastern Solano County cities.

The Vacaville-Dixon Bike Project is the last remaining priority countywide bicycle project that is not funded. STA staff recommends reprogramming the remaining \$305,000 of ECMAQ to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road). As MTC's Draft Cycle 2 CMAQ policies continue to favor more investment in Priority Development Areas (PDAs), STA staff recommends completing priority projects in more rural projects with currently available funds.

At the same time, MTC's Draft Cycle 2 CMAQ policies promote a flexible use of these future federal funds, leaving funding eligible for future Safe Routes to School Program funding. To maintain the STA's commitment to fund core Safe Routes to School Program activities, STA staff also recommends prioritizing Cycle 2 CMAQ funding for FY 2013-14 and FY 2014-15. These core program functions include program staff costs for STA program coordination staff, Solano County Department of Public Health event facilitation staff and program materials. Current core annual program costs are about \$550,000 per year, making a total recommendation of at least \$1.1 M to be programmed between FY 2013-14 and FY 2014-15. For more information regarding MTC's Cycle 2 policies, please refer to Information Item VI.D "One Bay Area Block Grant Proposal".

On August 31, 2011, the STA TAC unanimously approved the STA staff recommendation.

**Fiscal Impact:**

None to the FY 2011-12 STA Budget. \$305,000 of Eastern Solano Congestion Mitigation and Air Quality Funding will be programmed to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction. When Cycle 2 CMAQ funding is recommended for funding in 2012, \$1.1 M will be considered for programmed to the STA's SR2S Program at that time.

**Recommendation:**

Approve the following:

1. Reprogram \$305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and
2. Prioritize \$1.1 M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.

Attachments:

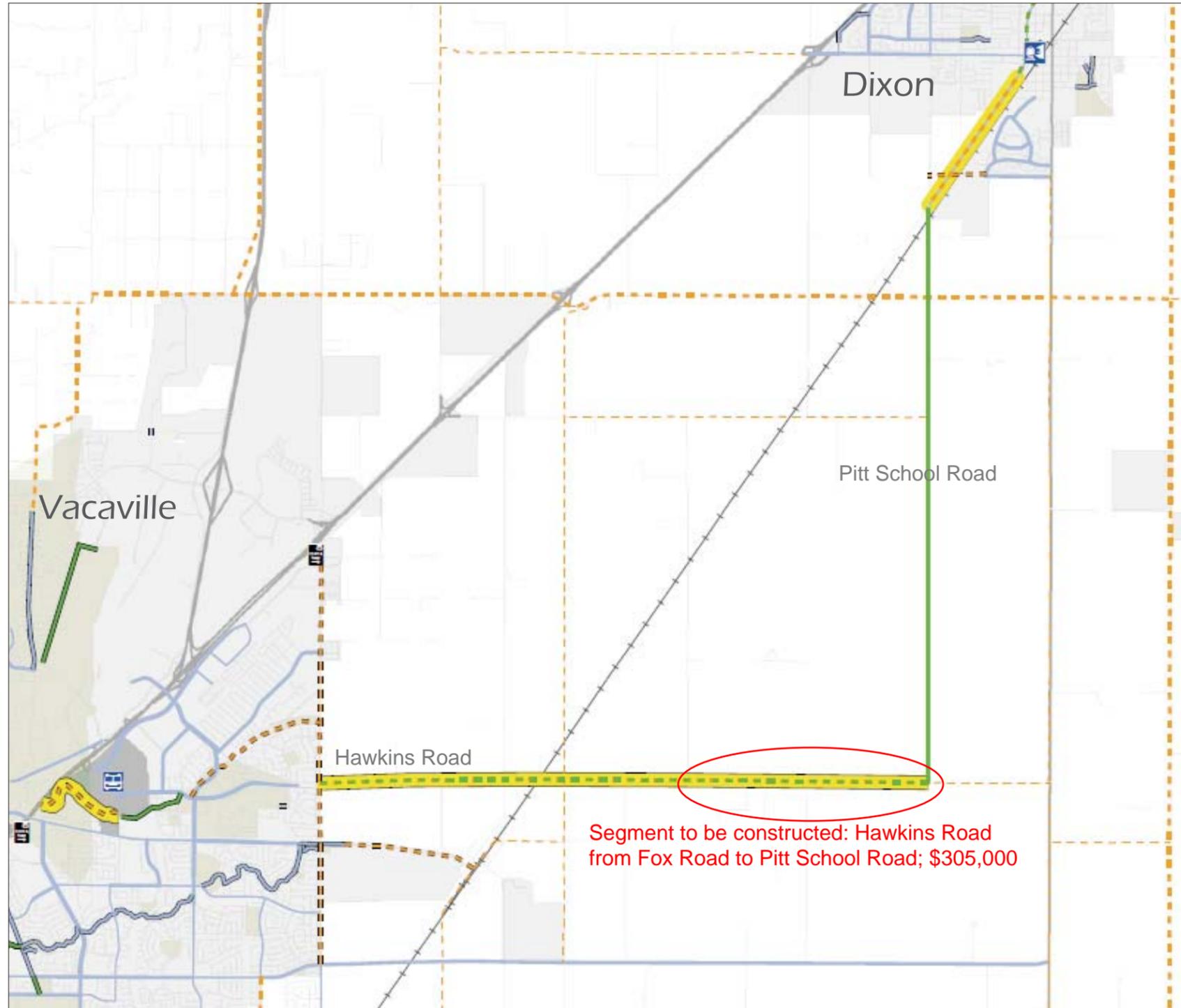
- A. Summary of Vacaville-Dixon Bike Project
- B. STA's Safe Routes to School Walking School Bus and Bicycle Train Program, Scope of Work
- C. STA's Safe Routes to School Walking School Bus and Bicycle Train Program, Pilot Program Budget.

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# County of Solano Vacaville-Dixon Bike Route Project

## Vacaville-Dixon Bike Route Project (Phase 5)

Construct 5.2 miles of Class 2 bicycle lane along Hawkins Road from Pitt School Road to Leisure Town Road. This is a multi-phase project. Segment to be constructed is approximately two (2) miles in length, from Pitt School Road to Fox Road.



**Legend**

**General**

- Open Space/Conservation Areas
- Unincorporated Solano County
- Municipal Service Areas
- Major Arterials/Highways
- Union Pacific Railroad

**Existing Bicycle Facilities**

- Class I Existing
- Class II Existing
- Class III Existing

**Planned/Proposed Bicycle Projects**

- Class I Planned/Proposed w/ some funding committed
- Class II Planned/Proposed w/ some funding committed
- Class III Planned/Proposed w/ some funding committed

**Project Tiers**

- Tier 1 Priority Project
- Tier 2 Priority Project

**Transit Facilities**

- Bus Stop
- Rail Station
- Ferry
- Park and Ride

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**Form: Non-Infrastructure Application - Copy**

ATTACHMENT B

**Q1: Project Name\***

Name of Project

[100 characters allowed]

**Answer(s):**

Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County

**Q2: Project Description\***

Provide a brief description of the proposed project.

[2000 characters allowed]

**Answer(s):**

The Solano Transportation Authority (STA) in collaboration with the Solano County Department of Public Health's "Health Promotion and Education Bureau" proposes beginning a Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County with \$500,000 in Cycle 3 SRTS funding. If funded, by June 30, 2014 each of the 56 elementary schools in Solano County will have at least one regular walking school bus or bicycle train (WSB/BT). The proposed non-infrastructure project will train parents and assist school site parent/volunteer groups with coordinating and marketing walking school buses through the following seven steps:

- 1) Contact Database: Develop and Maintain a countywide WSB/BT school site parent/volunteer contact database to help identify and begin WSB/BTs.
- 2) Protocol Guide: Based on several great WSB/BT guides available online (walkingschoolbus.org, Pednet.org), STA program staff will incorporate best practices into a STA WSB/BT Protocol Guide that addresses Solano County's local challenges with starting and sustaining WSB/BTs with school site groups.
- 3) Kickoff Meetings & Presentations for school site groups: Staff will hold kickoff meetings with Parent Teacher Associations/groups and other school functions, such as "Back to School Nights" for as many parents as possible. PTA members will be given fliers and materials to continue outreach.
- 4) School Route Maps: The STA has funding for Suggested Route to School Maps, but no funding to aggressively promote their use with school site groups. Staff will work with school site groups and other stakeholders to establish WSB/BT routes.
- 5) Parent/Volunteer Training: By training WSB/BT parent/volunteer leaders, we can help sustain walking and biking countywide.
- 6) Distribute Maps and Promote WSB/BT Incentives: Maps & t-shirts will also be promotional tools for student WSB/BT.

7) Follow up & Evaluation: Staff will follow up with volunteer issues and survey developed WSB/BTs.

**Q3: Project Location\***

Provide a brief description of the proposed project location of target school(s) and neighborhood(s).  
[1000 characters allowed]

**Answer(s):**

All 56 elementary schools within Solano County will be eligible to participate in this project. Solano County schools are older neighborhood schools located mostly within suburban neighborhoods and not on the edge of cities. With the exception of one elementary school in Solano County (Suisun Valley Elementary), almost all students live within 1.5 miles of their school.

Some areas of Solano County are more urban (Vallejo) or more rural (Dixon and Rio Vista) which creates a variety of challenges ranging from greater rural community walking distances, urban security/gang issues, and crossing state highways that bisect communities.

**Q4: Amount of Request\***

Amount of Request (Please use comma separators and round to the nearest \$100)

**Answer(s):**

500,000

**Q5: Total Project Cost\***

(Please use comma separators and round to the nearest \$100)

**Answer(s):**

500,000

**Q6: Project ID\***

This is a two part question:

1. Please select your district refer to Caltrans Local Office website to find your Caltrans District number.
2. Please select the Responsible Agency as defined in the Cycle 3 Guidelines.

**Answer(s):**

District 04 > Solano Transportation Authority

**Q7: Number of Applications\***

Select the # of applications being submitted by the Responsible Agency.

**CYCLE 3 SRTS NI APPLICATION  
PROJECT COST ESTIMATE FORM**

**Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County  
Solano Transportation Authority, 07-12-2011**

<b>Summary:</b>	<b>SRTS Grant Funds</b>
Contact Database	\$ 19,600
Protocol Guide	\$ 29,000
School Site Mtgs/Training	\$ 418,150
Evaluation/Feedback	\$ 33,250
	\$ 500,000

	<b>SRTS \$</b>	<b>Subtotal \$</b>	<b>Total \$</b>
<b>Contact Database:</b>			<b>\$ -</b>
Staff Time	\$ 19,600	\$ 19,600	\$ 19,600
Travel	\$ -	\$ -	
Equipment	\$ -	\$ -	
Contractual Services	\$ -	\$ -	
Supplies/Materials**	\$ -	\$ -	
Other Direct Costs	\$ -	\$ -	
Before/After Evaluation	\$ -	\$ -	\$ -
City/County Partnership Costs	\$ -	\$ -	\$ -
<b>Total***</b>	<b>\$ 19,600</b>	<b>\$ 19,600</b>	<b>\$ 19,600</b>

	<b>SRTS \$</b>	<b>Subtotal \$</b>	<b>Total \$</b>
<b>Protocol Guide Development:</b>			<b>\$ -</b>
Staff Time	\$ 10,000	\$ 10,000	\$ 10,000
Travel	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -
Contractual Services	\$ 7,000	\$ 7,000	\$ 7,000
Supplies/Materials**	\$ 12,000	\$ 12,000	\$ 12,000
Other Direct Costs	\$ -	\$ -	\$ -
Before/After Evaluation	\$ -	\$ -	\$ -
City/County Partnership Costs	\$ -	\$ -	\$ -
<b>Total***</b>	<b>\$ 29,000</b>	<b>\$ 29,000</b>	<b>\$ 29,000</b>

**CYCLE 3 SRTS NI APPLICATION  
PROJECT COST ESTIMATE FORM**

	<b>SRTS \$</b>	<b>Subtotal \$</b>	<b>Total \$</b>
<b>School Site Meetings and Training:</b>			<b>\$ -</b>
Staff Time	\$ 317,800	\$ 317,800	\$ 317,800
Travel	\$ 28,000	\$ 28,000	\$ 28,000
Equipment	\$ 3,750	\$ 3,750	\$ 3,750
Contractual Services	\$ -	\$ -	\$ -
Supplies/Materials (T-shirts/vests)	\$ 68,600	\$ 68,600	\$ 68,600
Other Direct Costs	\$ -	\$ -	\$ -
Before/After Evaluation	\$ -	\$ -	\$ -
City/County Partnership Costs	\$ -	\$ -	\$ -
<b>Total***</b>	<b>\$ 418,150</b>	<b>\$ 418,150</b>	<b>\$ 418,150</b>

	<b>SRTS \$</b>	<b>Subtotal \$</b>	<b>Total \$</b>
<b>Evaluation &amp; Feedback Survey:</b>			<b>\$ -</b>
Staff Time	\$ 22,400	\$ 22,400	\$ 22,400
Travel	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -
Contractual Services	\$ -	\$ -	\$ -
Supplies/Materials**	\$ 10,850	\$ 10,850	\$ 10,850
Other Direct Costs	\$ -	\$ -	\$ -
Before/After Evaluation	\$ -	\$ -	\$ -
City/County Partnership Costs	\$ -	\$ -	\$ -
<b>Total***</b>	<b>\$ 33,250</b>	<b>\$ 33,250</b>	<b>\$ 33,250</b>

**Annual SR2S Walking School Bus & Bicycle Train budget assumptions**

50 Average Staff Total Cost/hr with benefit loading

1/2 a year

	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	TOTAL
<u>Contact Database:</u>					
56 elementary schools					
about 2 hours per school = 112 hours, on-going updates					
STA staff will maintain this database					
112 Staff (hrs)	\$ 2,800	\$ 5,600	\$ 5,600	\$ 5,600	\$ 19,600
<u>Protocol Guide Development</u>					
80 hours + printing costs (50 per school, 56 schools, \$1/print)					
Small supply before revisions in 2, 3, or 4 years.					
80 Staff (80 draft, 40 revise)	\$ 4,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 10,000
3500 Contract (Design)	\$ 3,500	\$ -	\$ 3,500	\$ -	\$ 7,000
2800 S/M/Print (50/sch/yr)	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 12,000
<u>School Site meetings &amp; training</u>					
- 56 elementary schools					
- 1 school site parent kickoff meeting for training					
4 follow up meetings per year for 4 years					
32.4 hrs per school x 56 schools = 1816 hrs					
1816 Staff	\$ 45,400	\$ 90,800	\$ 90,800	\$ 90,800	\$ 317,800
8000 Travel (mi + fleet)	\$ 4,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 28,000
3000 Equip (projector, PC, etc.)	\$ 3,000	\$ 250	\$ 250	\$ 250	\$ 3,750
2800 S/M Volunteer Safety Vests (10)	\$ 1,400	\$ 2,800	\$ 2,800	\$ 2,800	\$ 9,800
2800 S/M Volunteer T Shirts (1st 10)	\$ 1,400	\$ 2,800	\$ 2,800	\$ 2,800	\$ 9,800
14,000 S/M Student Tshirts (1st 50)	\$ 7,000	\$ 14,000	\$ 14,000	\$ 14,000	\$ 49,000
<u>Evaluation Feedback Survey Compilation</u>					
2 hours per school * 56 schools = 112 hours					
112 Staff	\$ 5,600	\$ 5,600	\$ 5,600	\$ 5,600	\$ 22,400
2,712 S/M survey Print (200/sc)	\$ 2,712	\$ 2,712	\$ 2,712	\$ 2,712	\$ 10,850
	\$ 83,812	\$ 137,562	\$ 141,062	\$ 137,562	\$ 500,000

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DATE: September 1, 2011  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Solano County Alternative Fuels and Infrastructure Plan

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**Background:**

The 2006 California Global Warming Solutions Act- Assembly Bill 32 (AB 32) requires emission reductions to the 1990 levels by 2020. The regional transportation and planning agencies are working with the nine Bay Area counties to comply with AB 32.

The Solano Transportation Authority (STA) has strategies in place that provide transportation options that reduce vehicle emissions in Solano County. These include investments in Transit Oriented Development, bicycle and pedestrian facilities, transit, and vanpool and rideshare incentives. The STA is also the lead agency in programming clean air funds through the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds. In addition, the STA partners with the Yolo Solano Air Quality Management District (YSAQMD) in programming Clean Air grant funding. Both fund programs are focused on reducing motor vehicle air emissions through vehicle replacements, educational incentives, transit service and engine retrofits.

The STA has another opportunity to reduce harmful motor vehicle air emissions by coordinating with local agencies to develop a comprehensive countywide alternative fuels strategy. The strategy will encourage the use of alternative fuels for transit and city vehicle fleets as well as the public. An alternative fuel can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local air districts include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

The idea of encouraging alternative fuel use is not new to Solano County, as demonstrated by past efforts by individual agencies. The City of Vacaville is renowned for its electric vehicle incentive programs. Other cities converted some of their fleet vehicles and buses to compressed natural gas or electric hybrid vehicles. Between 2000-2005, the STA provided clean air funds to the cities and the County of Solano to create a network of electric charging stations throughout the county. Many of the stations still exist; however, use has declined as electric vehicle purchasing and leasing options became more restricted.

These past efforts to encourage alternative fuel uses were done relatively independent of each other. There are opportunities for a strategic alternative fuels implementation plan, particularly for transit, in order to provide a unifying approach to alternative fuel vehicles and infrastructure acquisition. The STA's Transit Fleet Plan highlights the need for more than half of the total bus fleet in Solano County to be replaced in the next eight years.

**Discussion:**

STA staff is recommending the development of an Alternative Fuels and Infrastructure Plan for Solano County. STA staff is proposes that the plan include the following draft scope:

- Vision for Solano County: Alternative Fuel Purpose Statement, Goals and Policies
- Definition of Alternative Fuels for Solano County
- Report on California Air Resource Board (CARB) vehicle emission mandates and regulations (including monitoring requirements)
- Solano County inventory of alternative fuel vehicles and existing infrastructure
- Opportunities for public and private partnership
- Implementation Strategies: 5 year; 10 year, 25 year capital improvement plan
- Report on available funding programs

In July 2011, STA staff conducted a series of individual meetings with city and county public works, transit and fleet manager staff to discuss the scope. Participants were interested and it was clear that there was support to develop a Countywide Alternative Fuels and Infrastructure Plan at staff level. Participants at these meetings have reviewed and supported the draft scope. STA staff proposes to obtain consultant services to assist in developing the plan and to invite the staff participants to continue helping to develop the plan through a technical working group.

This item was reviewed and recommended for approval to the STA Board by the STA Technical Advisory Committee at their August 31, 2011 meeting.

**Fiscal Impact:**

STA staff proposed to budget \$75,000 in State Transit Assistance Funds (STAF) funds to conduct the Alternative Fuels and Infrastructure Plan for Solano County.

**Recommendation:**

Authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not-to-exceed \$75,000.



DATE: August 31, 2011  
TO: STA Board  
FROM: Jessica McCabe, Project Assistant  
RE: 2012 State Transportation Improvement Program (STIP) Programming Schedule

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### **Background**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2010 STIP programmed projects are shown in Attachment A. Solano County averages about \$10M per year in population shares of STIP funds.

In December 2007, the STA Board approved the "10-Year Investment Plan for Highway and Major Transit Capital Projects," which was intended to be a guide for future programming actions by the STA Board of STIP funds (Attachment B). The plan prioritized projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

On July 18, 2011 MTC released its draft STIP Development Policies and Guidelines for recommending the programming of new 2012 STIP funds (Attachment C). These Policies and Guidelines are scheduled to be adopted by the MTC Commission on September 28, 2011.

### **Discussion**

The California Transportation Commission (CTC) established draft funding estimates for the 2012 STIP on July 28, 2011 and MTC released the County Targets based on the CTC's funding estimates (Attachment D). The tables show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts. After deducting PPM funding and TE funding from the "New County Share Total" funding estimate for Solano County of \$10.5M, \$8.3M remains available for non-TE projects.

#### *Investment Plan Update and Prior Commitments*

STA staff has recently drafted an update to the "10-Year Investment Plan for Highway and Major Transit Capital Projects," to reflect the current status and priority of each of these projects (Attachment E). This draft list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2012 STIP programming process. As shown on the updated 10-Year Investment Plan, the Jepson Parkway and Dixon West B Street

Undercrossing are both listed as Tier 1 projects, and continue to be priorities for the STA. The STA Board has committed its support to both projects, with the approval of the Memorandum of Understanding (MOU) for Jepson Parkway at the May 2011 Board meeting, and the approval of the funding strategy for Dixon's West B Street Undercrossing, at the April 2011 Board meeting. The Jepson Parkway MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor, and establishes the Guiding Principals from which to select and prioritize project phases. The approved funding strategy for Dixon's West B Street Undercrossing committed \$4.949 million in current and future discretionary funding for the City of Dixon's West B Undercrossing Project.

*2012 STIP Development Schedule*

The following is a 2012 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

August 31, 2011	TAC STIP 2012 info (update on STIP)
September 14, 2011	STA Board STIP 2012 info
September 28, 2011	TAC recommends 2012 STIP project recommendations to STA Board
October 12, 2011	STA Board approves 2012 STIP Solano project recommendations to MTC
October 14, 2011	Deadline for CMAs to submit project listings to MTC
November 16, 2011	MTC approves 2012 Bay Area RTIP recommendations to CTC
March 28, 2012	CTC adopts 2012 STIP

**Fiscal Impact**

No impact to the STA budget.

**Recommendation**

Informational.

Attachments:

- A. STA's 2010 STIP Programmed Projects
- B. 10-Year Investment Plan for Highway and Major Transit Capital Projects, 11-13-2007
- C. MTC's draft STIP Development Policies & Guidelines and Development Schedule, 7-18-2011
- D. MTC's 2012 STIP Fund Estimate County Targets, 7-18-2011
- E. Updated 10-Year Investment Plan for Highway and Major Transit Capital Projects, 8-19-2011

## 2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	82,952
Adjustment for 2007-08 and 2008-09 lapses	1,034
Less 2008-09 Allocations and closed projects	(744)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(721)
2010 STIP Fund Estimate Formula Distribution	940
Total County Share, June 30, 2010 (includes TE)	83,461

### Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component				
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E
<b>Highway Projects:</b>																	
MTC		2152	Planning, programming, and monitoring			Aug-09	35	35	0	0	0	0	0	0	0	0	0
STA		2263	Planning, programming, and monitoring		Jul-09	Aug-09	589	589	0	0	0	0	0	0	0	589	0
Solano TA	loc	5301	Jepson Parkway			Jul-10	2,400	0	2,400	0	0	0	0	0	0	0	2,400
MTC		2152	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	35	0	35	0	0	0	0	0	0	35	0
STA		2263	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	589	0	589	0	0	0	0	0	0	589	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)				4,550	0	4,550	0	0	0	0	0	0	4,550	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)				2,450	0	2,450	0	0	0	0	0	0	2,450	0
Solano TA	loc	5301	Jepson Parkway				34,257	0	3,800	0	0	0	0	30,457	3,800	30,457	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	0	11,412	0	0	0	0	0	11,412	0
MTC		2152	Planning, programming, and monitoring				143	0	0	35	35	36	37	0	143	0	0
STA		2263	Planning, programming, and monitoring				841	0	0	229	229	192	191	0	841	0	0
			<b>Subtotal, Highway Projects</b>				57,301	624	13,824	11,676	264	228	30,685	3,800	51,101	0	2,400
<b>Rail and Transit Projects:</b>																	
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, seg 2 (08S-29)(TIF)		Sep-09	Oct-09	13,128	13,128	0	0	0	0	0	0	13,128	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility				4,300	0	4,300	0	0	0	0	0	4,300	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	0	4,000	0	0	0	0	4,000	0	0
			<b>Subtotal, Rail &amp; Transit Projects</b>				21,428	13,128	4,300	4,000	0	0	0	0	21,428	0	0
<b>Transportation Enhancement (TE) Projects:</b>																	
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	0	294	0	0	0	294	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements				183	0	0	183	0	0	0	0	183	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement (ext 5-10)	Mar-11			230	230	0	0	0	0	0	0	230	0	0
Vallejo	te	5152J	Downtown Vallejo Square pedestrian enhancements				412	0	412	0	0	0	0	0	412	0	0
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction				176	0	0	176	0	0	0	0	176	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	0	0	400	0	0	0	400	0	0
San Bruno	te	648E	San Mateo, San Bruno medians				630	0	630	0	0	0	0	0	630	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	406	0	1,413	0	0
STA	res	5152K	TE reserve (County Share)				649	0	0	596	53	0	0	0	649	0	0
			<b>Subtotal TE Projects</b>				4,387	230	1,042	955	1,348	406	406	0	4,387	0	0
<b>Total Programmed or Voted since July 1, 2009</b>							83,116										
<b>Balance of STIP County Share, Solano</b>																	
Total County Share, June 30, 2010							83,461										
Total Now Programmed or Voted Since July 1, 2009							83,116										
Unprogrammed Share Balance							345										
Share Balance Advanced or Overdrawn							0										

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## 10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (11-13-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied.	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 08-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule.	\$64 M	\$11 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11.	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$ 13.0 M	\$5.0 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M



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## *Memorandum*

TO: Programming and Delivery Working Group

DATE: July 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Development Policies and Guidelines

### **Background**

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2012 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies, MTC will develop the schedule and Policies and Procedures for the 2012 RTIP in the coming months.

The following policy and programming issues regarding the 2012 RTIP will be discussed at the Programming and Delivery Working Group and the Partnership Technical Advisory Committee.

### **New Transportation Enhancement Policies**

- **Transportation Enhancement Project Priority versus TE Reserve**  
In an effort to increase delivery of Transportation Enhancement projects, the California Transportation Commission will give priority to programming actual projects over TE reserve. This means that if a county wishes to program TE reserve, and another county wishes to program TE funds to an identified project, the CTC will program the identified project if there is not enough capacity to program both. In this example, the TE reserve will either not be programmed, or be programmed in a later year where there is capacity. Accordingly, MTC strongly recommends identifying actual projects for programming, rather than programming to TE reserve.
- **Front Loading of Transportation Enhancement Funds**  
The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. MTC cautions, however, that projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.
- **Transportation Enhancement Project Pre-Review by Caltrans Local Assistance**  
In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an

additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

- **Transportation Enhancement Project Delivery Deadlines**

In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new allocation deadlines for TE projects. All TE projects must submit a full and complete CTC allocation and federal obligation package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to meet obligation by March 31. Exceptions to the TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a target award later than the six month award deadline after allocation prescribed by CTC STIP guidelines. Any exceptions will be reviewed by CMA and MTC, and granted on a case-by-case basis.

- **MTC's Share of Transportation Enhancement Reserves**

MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. At this time, staff proposes continuing to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified project(s). The project(s) would be programmed in the last two years of the 2012 RTIP.

### **Other New Policies**

- **MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan**

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements and minimize the need for official Commission action. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. MTC may periodically update these documents after soliciting feedback from its TACs. Transit operators must comply with these more detailed documents in order to comply with Res. 3866.

- **Project Study Report Requirement Update**

Over the past few years, Caltrans, in cooperation with the regional agencies, has re-examined the Project Study Report process. Through the years, the PSR document has become too detailed, and duplicates much of the effort that will be done during the environmental document phase. As a result of this re-examination, Caltrans has approved the lighter Project Study Report (Project Development Support) (PSR/PDS) document for use to program new STIP projects. However, the CTC will only allow preconstruction phases to be programmed in the STIP with the PSR/PDS document. Construction can be programmed once a draft

environmental document has been circulated. Additionally, if a project has already substantially completed an environmental document (such as a circulating draft or a final environmental document), the PSR requirement is waived, and a project sponsor may request programming of STIP funds to the project.

### **Carryover Policies from 2010 RTIP**

- **ARRA RTIP Backfill Programming**

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's county share, and \$2 million from Alameda's county share. These amounts were not programmed in the 2010 RTIP, therefore, in the 2012 RTIP, MTC will have discretion to program the \$31 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by \$29 million, and Alameda's available programming capacity will be reduced by \$2 million in FY 2012-13.

- **Highlights of Changes in the 2010 RTIP**

A number of changes that were first implemented in the 2010 RTIP are carried forward to the 2012 RTIP. These changes include the following:

- Complete Streets Checklist – Required for all projects
- SB 286 Conservation Corps Involvement – Required for all TE projects
- Prohibition of Multiple Phases in Same Year – Required for all projects
- Project Size Minimums - \$500,000 minimum project size for large counties, \$250,000 minimum project size for counties under 1 million population.

- **2012 STIP Schedule**

Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on November 16, 2011. The deadline for CMAs to submit the draft list of RTIP projects is October 14, 2011. Please refer to Attachment A for the current 2012 RTIP Schedule.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2012 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**

The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**

Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2011. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation

with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov).

#### Attachments

A – Tentative 2012 RTIP Schedule

J:\COMMITTEE\Partnership\Partnership PDWG\2011 PDWG\11 PDWG Memos\05\_July 18 11\04b\_0\_2012\_STIP\_Development.doc

**METROPOLITAN TRANSPORTATION COMMISSION**  
**2012 Regional Transportation Improvement Program**  
**Draft Development Schedule**  
**July 11, 2011**

March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC ( <b>Final Complete Applications due</b> )
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

**Draft 2012 STIP Fund Estimate County Targets**

7/18/2011

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	a+b=c	d	e	c+d+e=f	g	f+g
	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.	2012 STIP New Distrib.	2010 STIP Carryover Balance	Lapses*	2012 STIP Net Capacity	ARRA Backfill (Caldecott)	2012 STIP CMA Program Capacity
Alameda	10,442	20,346	30,788	5,414	700	36,902	(2,000)	34,902
Contra Costa	7,124	13,880	21,004	43,493	13,475	77,972	(29,000)	48,972
Marin	1,946	3,792	5,738	(35,192)	100	(29,354)		0
Napa	1,281	2,497	3,778	445	667	4,890		4,890
San Francisco	5,278	10,283	15,561	(1,673)	0	13,888		13,888
San Mateo	5,448	10,616	16,064	6,524	887	23,475		23,475
Santa Clara	12,376	24,112	36,488	(42,409)	0	(5,921)		0
Solano	3,221	6,277	9,498	345	721	10,564		10,564
Sonoma	4,013	7,818	11,831	(21,696)	985	(8,880)		0
<b>Bay Area Totals</b>	<b>51,129</b>	<b>99,621</b>	<b>150,750</b>	<b>(44,749)</b>	<b>17,535</b>	<b>123,536</b>	<b>(31,000)</b>	<b>136,691</b>

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2015-16 and FY 2016-17. Counties with negatives have a "\$0" new share.

\* Prior year lapsed funds returned to county share.

Table 2: Transportation Enhancement Targets

	New TE Share	MTC 50% Share	CMA 50% Discretion	FY 2015-16 New Distrib.	FY 2016-17 New Distrib.
Alameda	4,358	2,179	2,179	2,196	2,162
Contra Costa	2,973	1,487	1,486	1,498	1,475
Marin	813	406	407	410	403
Napa	534	267	267	269	265
San Francisco	2,202	1,101	1,101	1,110	1,092
San Mateo	2,274	1,137	1,137	1,146	1,128
Santa Clara	5,164	2,582	2,582	2,602	2,562
Solano	1,345	673	672	678	667
Sonoma	1,675	837	838	844	831
<b>Bay Area Totals</b>	<b>21,338</b>	<b>10,669</b>	<b>10,669</b>	<b>10,753</b>	<b>10,585</b>

Note: New TE funds are split 50-50 between the Counties and MTC. TE Targets are a subset of Table 1.

Table 3: Planning, Programming, and Monitoring Amounts  
FY 12-13 through FY 15-16 and FY 16-17

	PPM Limit FY13 - FY16	Currently Programmed	MTC Share FY 16 PPM	CMA Share FY 16 PPM	PPM Limit FY 17	MTC Share FY 17 PPM	CMA Share FY 17 PPM
Alameda	2,869	2,347	126	396	1,017	131	886
Contra Costa	1,877	1,521	82	274	694	85	609
Marin	542	445	23	74	190	24	166
Napa	340	112	14	214	125	15	110
San Francisco	1,465	1,201	64	200	514	67	447
San Mateo	1,519	1,247	67	205	531	69	462
Santa Clara	3,368	2,502	147	719	1,206	153	1,053
Solano	881	720	39	122	314	40	274
Sonoma	1,078	877	47	154	391	48	343
<b>Bay Area Totals</b>	<b>13,939</b>	<b>10,972</b>	<b>609</b>	<b>2,358</b>	<b>4,982</b>	<b>632</b>	<b>4,350</b>

J:\PROJECT\Funding\RTIP\12 RTIP\Draft 2012 STIP FE Targets 2011-07-18.xls]Sheet1

## 10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (8-18-11)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Elmira to Alamo)	\$35.4 M	\$35.4 M
		Cement Hill/Walters Road Extension and Widening	\$69.9 M	\$69.9 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
STA	I-80 Express Lanes	Red Top Road to I-505	\$120M	\$104M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase Package 1, 2, & 3	\$309 M	\$191 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange*	Remaining Phases Package 4, 5, 6 & 7	\$381 M	\$381 M
Caltrans	SR12 East Median Barrier Safety/Operational Improvements	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	<del>\$140M (est.)</del> \$128 M	<del>(est.) \$128</del> \$140 M
STA	I-80 Express Lanes	Carquinez Bridge to SR37	\$100 M	\$100 M

\* West End section of North Connector is included as part of I-80/I-680/SR 12 Interchange project

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	\$1.5 Billion pending	\$1.5 Billion pending
Caltrans	SR 12 East Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied.	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station <a href="#">(Ph 2)</a>	Phase 1 fully funded	Pending	Pending
Vacaville	Vacaville Intermodal Station <del>(Ph 1)</del> <a href="#">(Ph 2)</a>	Phase 1 built	Pending	Pending
Vallejo	Vallejo Ferry Maintenance Facility (Ph <del>1&amp;2</del> ) <a href="#">(Ph 2 &amp; 3)</a>	Move operations to Mare Island	Pending	Pending
<del>Vallejo</del>	<del>Vallejo Station (Phase B)</del>	<del>Pending updated schedule.</del>	<del>-Pending</del>	<del>-Pending</del>
<a href="#">Vallejo</a>	<a href="#">Curtola Transit Center (Ph 1)</a>	<a href="#">Lemon Street</a>	<a href="#">\$15 M</a>	<a href="#">\$3 M</a>
<a href="#">Fairfield</a>	<a href="#">Fairfield Transportation Center</a>		<a href="#">\$20 M</a>	<a href="#">\$16 M</a>
<a href="#">Dixon</a>	<a href="#">West B Street Undercrossing</a>		<a href="#">\$6.1 M</a>	<a href="#">\$500 K</a>

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center <a href="#">(Parkway Blvd., A Street Undercrossing)</a>	<del>Phase 3 – FY09-10</del> <del>Phase 4 – FY10-11</del> <del>Phase 5 – FY10-11</del>	Pending	Pending
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
<del>Fairfield</del>	<del>Central Transfer Station</del>	<del>FY 08-09 &amp; 09-10</del>	<del>\$6.6 M</del>	<del>\$2.0 M</del>
<del>Fairfield</del>	<del>Fairfield Transportation Center</del>	<del>Phase 2 – FY 09-10, 10-11.</del>	<del>\$16.1 M</del>	<del>\$8.0 M</del>
<del>Fairfield</del>	<del>Red Top Park and Ride</del>	<del>CON in FY 08-09</del>	<del>\$2.3 M</del>	<del>\$1.9 M</del>
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$8 M	\$8 M
Vallejo	Curtola Park and Ride <a href="#">(Ph 2)</a>	<del>CON in FY 11-12</del>	Pending	Pending
<del>Vallejo</del>	<del>Vallejo Station (Phase B)</del>	<del>Pending updated schedule.</del>	<del>Pending</del>	<del>Pending</del>

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
<del>Benicia</del>	<del>Transit Maintenance Facility</del>	<del>Park 20 buses and staff 25 employees</del>	<del>\$1.25 M</del>	<del>\$1.25 M</del>
<del>Benicia</del>	<del>Southampton Park and Ride</del>	<del>CON in FY 10-11/11-12</del>	<del>\$1.5 M</del>	<del>\$1.5 M</del>
<del>Benicia</del>	<del>Downtown Benicia Park and Ride</del>	<del>CON in FY 11-12</del>	<del>\$1.5 M</del>	<del>\$1.5 M</del>
<del>Fairfield</del>	<del>Gold Hill Park and Ride</del>	<del>CON in FY 10-11</del>	<del>\$2.8 M</del>	<del>\$2.8 M</del>
Rio Vista	Downtown Park and Ride	<del>CON in FY 10-11</del>	\$0.3 M	\$0.3 M
<del>Vallejo</del>	<del>Curtola Transit Center (Ph 3)</del>	<del>Lemon Street</del>	<del>Pending</del>	<del>Pending</del>
<del>Rio Vista</del>	<del>Transit Corporation Yard</del>		<del>\$1.3 M</del>	<del>\$1.3 M</del>



DATE: September 2, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Project Initiation Document (PID) Budgeting and Selection Process

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**Background:**

A Project Initiation Document (PID), typically a Project Study Report (PSR), is a preliminary engineering report that documents Caltrans and project sponsor approval on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

*What are Project Study Reports (PSR)?*

Since 1991, the California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design. The PSR must also provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

*Who is Responsible for PSR Development?*

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

*What Project Will Receive Priority PSR funding?*

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority for PSR resources before local projects given Caltrans' mission for preservation of the State Highway System.

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13.

For Solano County, the following work was in the PID 3-Year Plan as of FY 2010-11:

<b>FY 2010-11</b>	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

<b>FY 2011-12</b>	
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
SOL I-80	Express Lanes Red Top Rd. to I-505

<b>FY 2012-13</b>	
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

*What is Happening to PSR Funding?*

While having a project in the 3-Year Work Plan was required for a local agency to begin work with Caltrans oversight, it was not a guarantee that the oversight work would have resources from Caltrans allocated. Over the last 4 years, Caltrans has seen a sharp reduction in the amount of resources that are provided for all preliminary engineering work or Project Initiation Documents. This year, the trend is continuing. A Governors line item veto (Attachment A) in the State Budget included provisions that the local projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out.

Although what is clear, is that the local project sponsor will be required to enter into a Cooperative Agreement with Caltrans to provide for this oversight cost. Also part of the Governors; veto, was a further reduction of the state resources available to complete this PID work. As a result, even if the project sponsor intends to move forward with the Cooperative Agreement, the Caltrans may not be able to resource the oversight work.

**Discussion:**

*Less State Funding for PIDs Means Local Project Sponsors Pay*

With less funding for PIDs from Caltrans, local project sponsors will be required to pay for Caltrans-required PIDs through Cooperative Work Agreements (CWA) for projects over \$3 million on the state-highway system or as a requirement prior to projects being programmed in the STIP. Since November 2010, transportation agencies are scrambling to budget for priority PIDs for their projects, attempting to lobby Caltrans for the small amount of funding remaining, and developing proposals to change the PID process

ranging from drafting new PID guidelines & selection procedures to sponsoring legislation.

*Immediate Budgeting Steps by Caltrans Headquarters*

On December 21, 2010, the STA received an urgent request from Caltrans District 4 Advanced Planning staff asking STA staff to review the PID 3-Year Plan as part of Caltrans Headquarters' FY 2011-12 PID budgeting process before December 31<sup>st</sup>. . Caltrans informed the STA that FY 2010-11 projects were currently on hold due to "the unexpected line item veto of Caltrans Advance Planning Budget resources". Caltrans recommended carrying over FY 2010-11 projects into FY 2011-12.

Based on this, the Solano County 3-Year PID Plan assumed that FY 2010-11 projects were on hold and included only funded and priority projects in FY 2011-12. Below is projects taken from the STA's PID 3-Year Plan and recommended to Caltrans for FY 2011-12 back in December 2010:

<b>FY 2010-11</b>		
FY 2011-12	SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
FY 2012-13	SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
FY 2012-13	SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
FY 2011-12	SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
FY 2012-13	SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
FY 2011-12	Nap/SOL/SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

<b>FY 2011-12</b>		
FY 2011-12	SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
FY 2011-12	SOL I-80	Express Lanes Red Top Rd. to I-505

<b>FY 2012-13</b>		
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Due to the need to focus on real projects that are funded and ready to move forward, here is the current the FY 2011-12 Solano County PID Plan:

<b>FY 2011-12</b>		
<b>Carryover from FY 2010-11</b>		
FY 2011-12	SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (\$3M)
FY 2012-13	SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (\$3.4M)
<b>Proposed New Projects</b>		
FY 2012-13	SOL I-80	Express Lanes from Red Top to I-505 (\$94.9M)
FY 2011-12	SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville (>\$3M)
FY 2011-12	SOL-780	Transit Center at Curtola Pkwy & Lemon St. (\$66M)

*Opportunities for Changing PID Guidelines & Funding*

Over the last 8 months, there have been Statewide discussions on Streamlining the PID process. This remains a non-going process with the statewide CMA's working developments of opportunities to deal with these problems. The ideas include:

- Sponsor legislation to clarify PID scope and funding roles & responsibilities.
- Reduce the scope of PIDs back to concept documents to save money.
- Move scoping risk to local projects sponsors for projects with no state or federal funds.

STA staff will inform STA TAC members as more information becomes available on these efforts.

**Fiscal Impact:**

There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities and Caltrans resources for PSRs.

**Recommendation:**

Informational.

Attachment:

- A. Caltrans Letter of July 14, 2011

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
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TTY 711  
www.dot.ca.gov

ATTACHMENT A



*Flex your power!  
Be energy efficient!*

July 14, 2011

To: Regional and Local Agencies

Dear Executive Directors:

Under the State Budget Act, the resources allocated to the Department of Transportation (Department) for performing local PID work on the State Highway System (SHS) were eliminated (see Attachment 1 for the veto language). The veto language specifically states that "State funds should be reserved to fund state projects and not to subsidize locally funded projects on the state highway system." As a result, the Department can only review and approve local PID work on the SHS by charging local agencies for the services it renders. Based on the commitments from local agencies to reimburse the review of PIDs, the Department will seek the appropriate staffing levels and reimbursement authority from the Department of Finance (DOF) to perform this work.

In order to justify to DOF the request for staff and reimbursed authority, the Department will verify the existing list of locally-funded projects that local agencies requested from the Department for FY 2011-12. Within the next week, the districts will coordinate with local agencies willing to reimburse the Department for PID work, and ultimately cooperative agreements for PID reimbursement work will be developed and executed.

The Department will hold a statewide teleconference to discuss the FY 2011-12 PID budget and local PID work. The teleconference is scheduled for July 21, 2011 from 10:00 am to 11:00 am. If you would like to participate, please call into (866) 556-4046 (passcode 9969362) at the scheduled time. In the meantime, if you have any questions regarding this letter, please feel free to contact your district contact (see Attachment 2).

Sincerely,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

*for*  
MALCOLM DOUGHERTY  
Acting Director

Enclosures:

- (1) SB 0087 Veto
- (2) District Contact List

# Attachment 1

I am reducing this appropriation because bond funding is not an appropriate or legal funding source to support on an ongoing basis the Regional Housing Needs Assessment process and housing element review.

Item 2240-001-6038—For support of the Department of Housing and Community Development. I reduce this item from \$1,295,000 to \$295,000.

I am reducing this item by \$1,000,000 to conform to the action I have taken in Item 2240-001-0648.

Item 2660-001-0042—For support of Department of Transportation, payable from the State Highway Account, State Transportation Fund. I reduce this item from \$2,722,594,000 to \$2,716,186,000 by reducing:

(9) 40-Transportation Planning from \$114,454,000 to \$108,046,000.

I am reducing this item by \$6,408,000 to reduce personnel years by 47.5. State funds should be reserved to fund state projects and not to subsidize locally funded projects on the state highway system.

Item 2660-104-6043—For local assistance, Department of Transportation. I reduce this item from \$154,261,000 to \$7,000,000 by reducing:

(1) 30.10-Mass Transportation from \$154,261,000 to \$7,000,000.

While I am sustaining \$7,000,000 to fund positive train control safety projects in various local rail corridors, I am reducing this item by \$147,261,000. These funds are available from Proposition 1A bond proceeds to enhance local transit lines as feeder routes to the high-speed rail system. The High-Speed Rail Authority (Authority), the Department of Transportation (Caltrans), and local jurisdictions should work together to develop a comprehensive statewide rail plan. The projects identified for funding by Caltrans and the California Transportation Commission appear unrelated to the high-speed rail project or an integrated rail plan. As plans for the high speed route are further developed, the Authority should work with local agencies to build mutually beneficial projects.

Item 2660-304-6043—For capital outlay, Department of Transportation. I reduce this item from \$108,110,000 to \$20,810,000 by reducing:

(1) 30.10-Mass Transportation from \$108,110,000 to \$20,810,000.

While I am sustaining \$20,810,000 to fund positive train control safety projects on various state intercity rail corridors, I am reducing this item by \$87,300,000, consistent with the action taken in Item 2660-104-6043.

Item 2665-004-6043—For support of High-Speed Rail Authority. I reduce this item from \$17,682,000 to \$16,582,000 by reducing:

(4) 40-Fiscal and Other External Contracts from \$3,100,000 to \$2,000,000.



DATE: September 6, 2011  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Alan Glen, STA Project Manager  
RE: Jepson Parkway Project Update

---

**Background:**

The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The project proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

**Discussion:**

The remaining segments of the Jepson Parkway Project recently obtained environmental clearance as one project with the Record of Decision completed in late June 2011. The overall estimated construction cost of the remaining segments is \$185 million.

There is \$36.7 million of State Transportation Improvement Program (STIP) programmed for this project as part of the regional commitment. \$2.4 million were allocated for Plans, Specifications & Estimate (PS&E) last year. \$3.8 million was allocated for Right-of-Way funds in Fiscal Year (FY) 2010-11 at the August 2011 California Transportation Commission (CTC) meeting. \$30.5 million in construction funding is programmed for FY 2014-15.

In 2010, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds. In addition, the County has agreed on using the remaining earmark funds, approximately \$793,000; that had been targeted to the North Gate improvements for the design of the City of Fairfield Segment; a transfer is pending.

The City of Fairfield has adopted the Train Station Specific Plan (TSSP) in July 2011, which affects the central portion of the Jepson Parkway Project area. It will be important to coordinate the projects. The coordination needs to consider, access points along Leisure

Town and Vanden Roads, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging.

In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor LOS operating agreement.

The Cities, County and STA have entered into the Jepson Parkway Memorandum of Understanding (MOU) that defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to responsible for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur.

The City of Vacaville and STA have entered into a Funding Agreement for the delivery of segments 8 thru 11, Leisure Town Road from south of the Vanden Road / Leisure Town Road Intersection to Elmira Road. The City has issued a Request for Proposals (RFPs) for surveying services that will enable the start of design once completed (Attachment A).

*STA, City of Fairfield and Solano County Funding Agreements-* The STA, the City of Fairfield and Solano County have finalized the terms of the agreement on the three-way Funding Agreement for the design of a portion of Segment 5 and Segments 6 and 7; Vanden Road from the Cement Hill/Peabody Road /Vanden Road Intersection to south of the Vanden Road/ Leisure Town Road. The Agreement language is attached for your information. The City has already received approval from the City Council to execute the Agreement once the language is finalized. The County will be taking it to the Board of Supervisors in September 2011 for authorization to execute the agreement.

*Right of Way Services Request for Proposal-* The STA will be requesting the STA Board authority to issue a RPF for Right of Way (R/W)Appraisals for all parcels being acquired (acquisitions or dedications). Additionally, those needed parcels that are unable to be provided through development agreement dedications, will need acquisition services. The total number of parcels requiring these services is not fully defined at this time; therefore the contract would to be structured with task orders issued as the need arises. The funding for these services will be from the \$3.8 million R/W STIP authorization.

#### *Schedule-*

- Design has commenced for the Vacaville portion.
- Design will be initiated for the Fairfield portion as soon as their Funding Agreement is executed. Consultant selection for design services should begin in October as the City's Plan Line Study is being concluded.
- Design for both projects should be completed in early 2013 (design funds must be utilized by June 30, 2013).

- R/W Funds have been authorized. STA will issue a Request for Proposal in September 2011 for appraisal and acquisition services. R/W funds must be utilized by June 30, 2013.
- Construction funding is programmed in FY 2014-15, thus construction could commence in late Summer 2014.

Local monthly Project Delivery Team meeting for the Project will be initiated in October and led by the STA Project Manager, Alan Glen, Quincy Engineering.

**Fiscal Impact:**

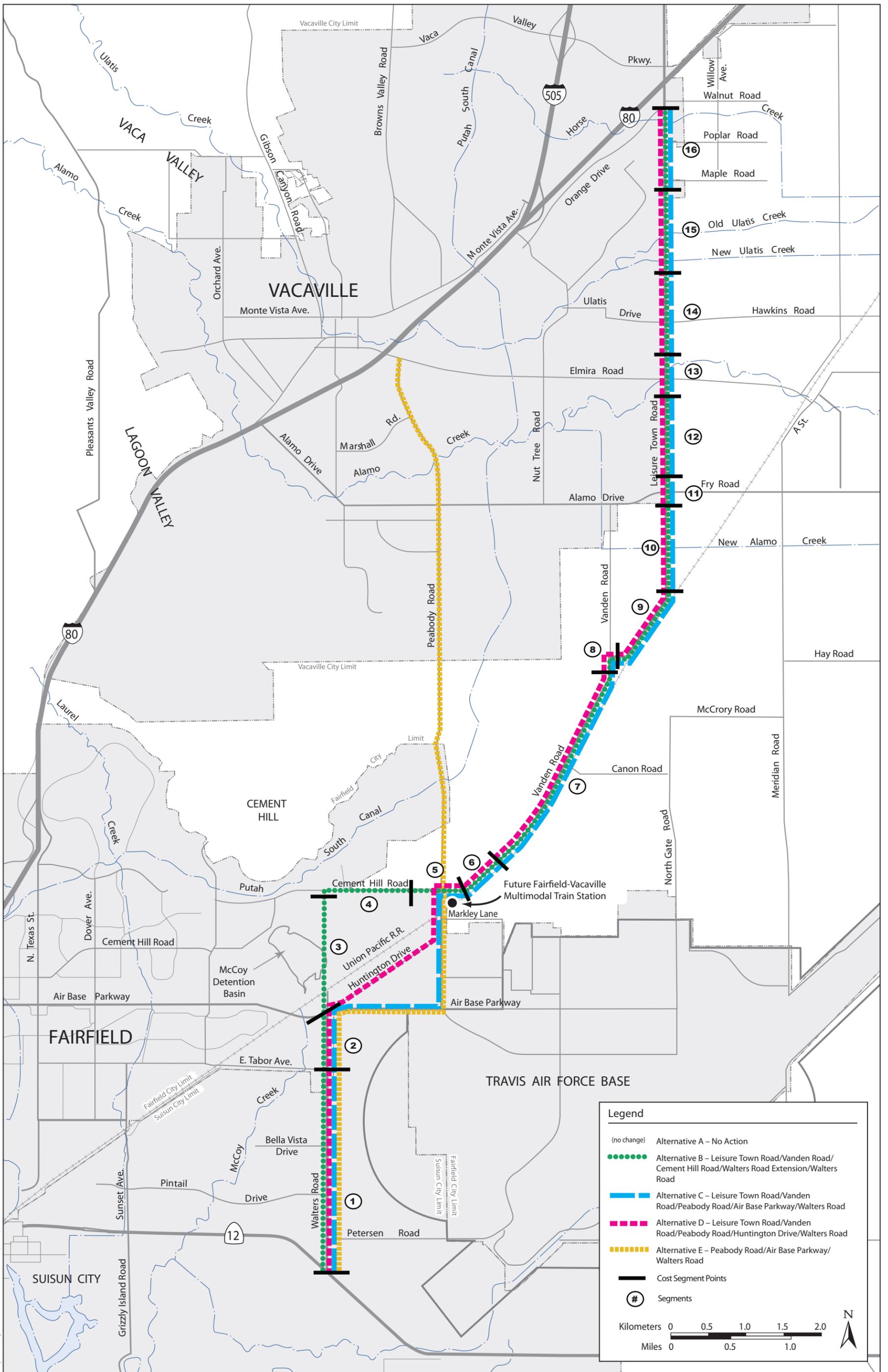
The STIP funds for the Design and R/W services have been allocated to the project.

**Recommendation:**

Informational.

Attachment:

- A. Jepson Segment Map



Source: Jones & Stokes, 2006.

**Figure**  
**Jepson Parkway Project Location and Cost Segments**



DATE: September 9, 2011  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Corridor Study Update

---

**Background:**

State Route (SR) 12, from I-80 east to the Solano-Sacramento county line, has been an area of significant concern to STA for a number of years. A Major Investment Study (MIS) for this roadway was adopted by STA in 2001. In 2006, STA re-activated its SR 12 Advisory Committee, consisting of the mayors of Rio Vista, Suisun City and Fairfield and the County Supervisors who's districts include SR 12.

In early 2007, after a series of fatal crashes on SR 12, the California Department of Transportation (Caltrans) accelerated the installation of both temporary and permanent improvements to portions of SR 12 in Solano County. STA, Caltrans, the Metropolitan Transportation Commission (MTC), San Joaquin County Council of Governments (SJCOG) and the Sacramento Area Council of Governments (SACOG) subsequently met to develop and fund a study of the SR 12 corridor from I-80 to I-5. The work on the SR 12 Corridor Study is being conducted by Atkins Engineering, with a project development team of participating member agencies.

**Discussion:**

To date, the SR 12 Corridor Study has completed the following documents:

- Existing Conditions technical memo
- Environmental Scan technical memo
- Future Conditions technical memo

The most recently developed document is the Corridor Improvement Strategies technical memo, which is included as Attachment A. The Corridor Improvement Strategies memo lays out the three alternatives for the corridor that will be studied in detail over the next few months. They are:

- **Gap-fill Strategy:** This strategy involves a series of improvements that build upon the SHOPP/STIP projects currently underway in the corridor either by improving segments of SR-12 that are not part of the current projects included in the baseline, or addressing anticipated traffic, safety and operational problems that were identified in the analysis of existing and future conditions.
- **Barrier Separated Two-Lane Strategy:** This strategy defines and applies an enhanced two-lane cross section to the corridor along with strategically located passing lanes. The barrier separated two-lane cross section optimizes shoulder widths and includes a concrete median barrier.

- **Four-Lane Strategy:** This strategy evaluates widening all current two-lane sections to a four-lane divided highway and examines implementing an expressway option with limited access. In addition, re-alignments of the SR-12 Corridor at the Rio Vista, Mokelumne and Potato Slough bridges are addressed in order to provide four-lane, mid-level crossings over the waterways.

The draft evaluation of these three options will be completed in the fall of 2011. The Corridor Study will be completed in early 2012.

**Fiscal Impact:**

None. However, the Corridor Study will identify potential corridor improvements and available funding strategies that Caltrans and local jurisdictions will ultimately be able to draw from in making decision on corridor improvements.

**Recommendation:**

Informational.

Attachment:

- A. SR 12 Corridor Improvement Strategies Technical Memo

# SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan, from SR-29 to I-5

## Corridor Improvement Strategies Draft Technical Memorandum

The purpose of the memorandum is to present recommendations for improvement strategies for the SR-12 Corridor. This is the fourth in a series of technical memoranda for the SR-12 Comprehensive Corridor Improvement Plan and builds upon information presented in the documents below. The prior documents are available on the project website and include:

- Final SR-12 Environmental Scan – April 2011
- Final SR-12 Existing Conditions Technical (ECT) Report – April 2011
- Draft SR-12 Future Conditions Technical (FCT) Report – April 2011

The draft strategies recommended in this technical memo were developed in a workshop fashion on April 14, 2011, with the members of the Project Development Team (PDT). The PDT workshop participants included transportation professionals representing Caltrans, Metropolitan Planning Organizations (MPOs), counties and the consulting team charged with preparing this study.

The draft corridor improvement strategies will be presented to the Technical Advisory Group (TAG), stakeholders and general public during outreach activities that will be held in the summer of 2011. Based on input received during the outreach, the corridor improvement strategies will be finalized and evaluated. The results of the evaluation, including recommendations for short and long-term improvement to SR-12, will be presented for review during a round of outreach planned in the fall of 2011.

### Summary

This memorandum documents a baseline case against which the proposed strategies will be evaluated and recommends the corridor improvement strategies that will be carried forward for further evaluation by the project team and subsequent review by the PDT. The baseline case includes projects already planned, programmed or underway along SR-12 including the Jameson Canyon widening project, planned improvements to the I-80/I-680/SR-12 interchange, and five other Caltrans State Highway Operation and Protection Program (SHOPP) or State Transportation Improvements Program (STIP) projects.

Three draft corridor improvement strategies were developed in the PDT workshop to represent different conceptual approaches to improving SR-12. The strategies considered the existing and projected traffic conditions along the corridor along with the environmental characteristics of the corridor. The traffic conditions and environmental characteristics were documented in the prior technical memoranda referenced above.

While the draft improvement strategies represent distinctly different options for the SR-12 Corridor, it is anticipated that the final recommendations will draw from each of these concepts and will include elements of each strategy to present an overall short and long-term improvement plan. Each strategy includes context sensitive design and a common set of improvement elements. The three draft corridor improvement strategies described in the body of this document include:

- **Gap-fill Strategy:** This strategy involves a series of improvements that build upon the SHOPP/STIP projects currently underway in the corridor either by improving segments of SR-12 that are not part of the current projects included in the baseline, or addressing anticipated traffic, safety and operational problems that were identified in the analysis of existing and future conditions.
- **Barrier Separated Two-Lane Strategy:** This strategy defines and applies an enhanced two-lane cross section to the corridor along with strategically located passing lanes. The barrier separated two-lane cross section optimizes shoulder widths and includes a concrete median barrier.
- **Four-Lane Strategy:** This strategy evaluates widening all current two-lane sections to a four-lane divided highway and examines implementing an expressway option with limited access. In addition, re-alignments of the SR-12 Corridor at the Rio Vista, Mokelumne and Potato Slough bridges are addressed in order to provide four-lane, mid-level crossings over the waterways.

The first step in developing the proposed improvement strategies is defining a baseline scenario upon which all proposed improvements are overlaid and compared against to determine the benefits of each proposed strategy. Such a baseline case scenario is discussed in detail below.

## **1 Baseline Scenario**

Substantial improvements have been implemented in the past years by the regional and local partners along the SR-12 Corridor. These improvements include the Jameson Canyon Road widening project, interchange improvements in the corridor, and the SHOPP/STIP projects that are implemented under the leadership of Caltrans. These improvements were only possible due to the diligent work of many professionals and the collaborative efforts of the various county and local jurisdictions, MPOs, Metropolitan Transportation Commission (MTC), Solano Transportation Authority (STA), and Caltrans Districts 3, 4 and 10. All of these projects will contribute to improving operations and safety on SR-12 and are a major accomplishment by the transportation partners especially considering the current economic climate.

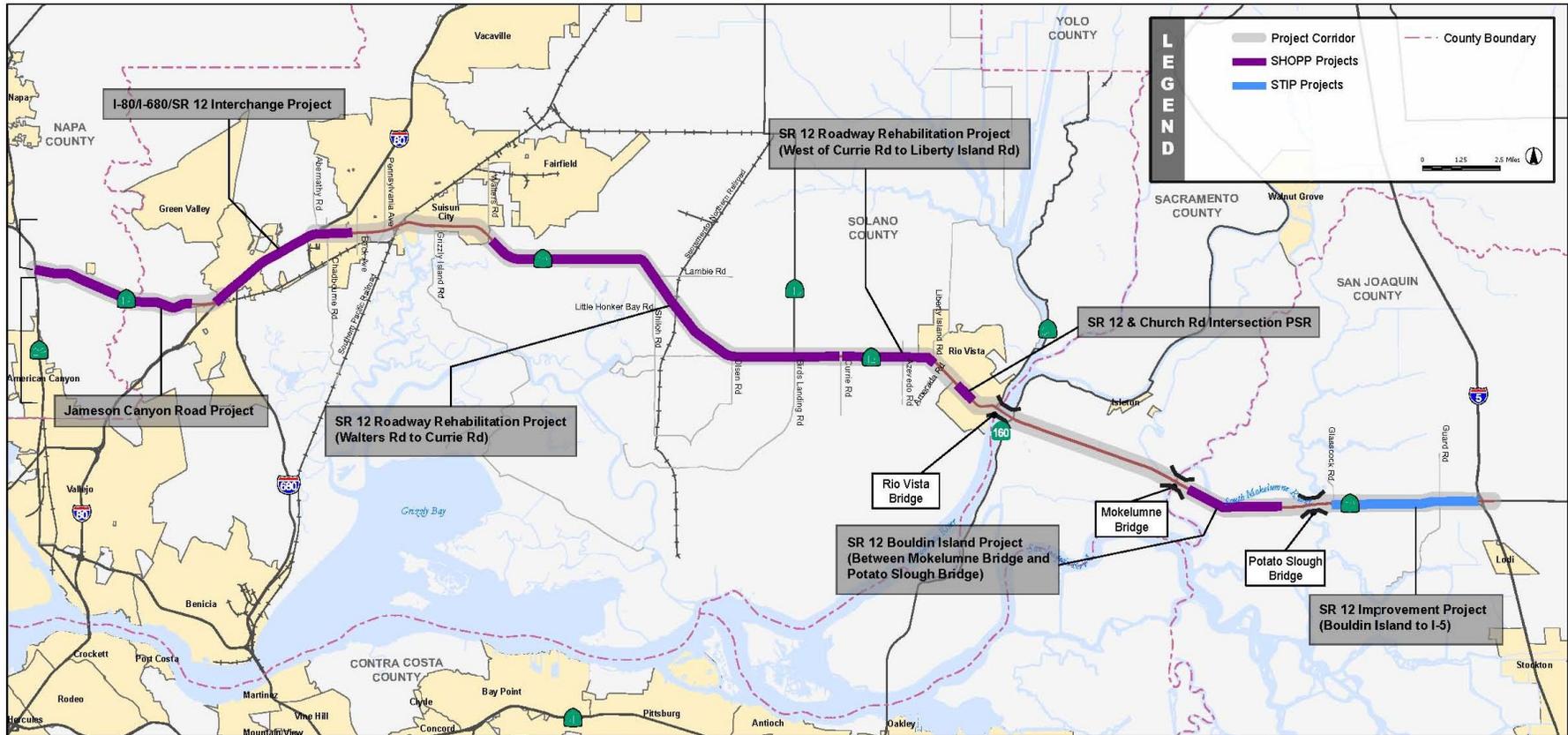
The baseline scenario will be the “no-build scenario” for the SR-12 Comprehensive Corridor Improvement Plan and will serve as a basis against which all future strategies will be compared with to quantify the benefits of each proposed strategy. The baseline will specifically include the following key projects (see Exhibit 1):

- Jameson Canyon Road (current status: completed design)
- I-80/I-680/SR-12 interchange Phase I - Includes improvements to Green Valley Road, I-80/680 and the Suisun Valley Road interchanges along with the Beck Avenue interchange (current status: completing environmental clearance)
- SHOPP Project - SR-12 Roadway Rehabilitation Project (Walters Road to Currie Road) (current status: project complete)
- SHOPP Project - SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road) (current status: completed design)
- SHOPP Project - SR-12 and Church Road Intersection PSR (current status: environmental clearance needed)
- SHOPP Project - SR-12 Bouldin Island Project (Between Mokelumne Bridge and Potato Slough Bridge) (current status: completed design)
- STIP Project - SR-12 Improvement Project (from Bouldin Island to I-5) (current status: completed design)

The SHOPP and STIP projects involve rehabilitating pavement structural sections, construction of standard outside shoulder widths, implementation of intersection improvements, construction of a park and ride lot, provision of passing lanes, and ITS elements. The above projects are expected to be completed by 2015 which will change the physical configuration of SR-12 as compared to today's conditions.

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Exhibit 1: Location of SHOPP/STIP Baseline Projects



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## **2 Elements Common to All Strategies**

Several transportation features were identified as essential elements for all strategies. These elements are designed to promote mobility and safety along the corridor. Common elements which will be included in each improvement strategy include pedestrian, bicycle and transit facilities, transit, ITS elements, bridge operations, alignments, sea level rise, soil conditions and agricultural access. A brief discussion of each element follows.

### **2.1 Pedestrian Facilities**

Pedestrian facilities currently exist in the urbanized areas which include Fairfield/Suisun City and Rio Vista. Other segments of SR-12 do not serve land uses that attract or generate pedestrian traffic and do not include pedestrian facilities for baseline conditions.

Pedestrian facilities in Fairfield/Suisun City exist between Main Street and Woodlark Drive and generally consist of pedestrian pathways and sidewalks interconnected by pedestrian crossings at intersections in the residential areas. Pedestrian facilities, approximately five feet in width, exist on either side of the corridor within Rio Vista and provide access to surrounding businesses and residential communities. However, the pedestrian facility is discontinuous with no delineation such as curb and gutter to separate the pedestrian facility from the roadway. Sidewalk in this location also transitions frequently between a walkway and a shoulder.

The Rio Vista Bridge provides a five foot walkway on either side of the structure. Access to the walkway is obtained by a stairwell which leads to a parking lot adjacent to the bridge structure approach at the south west end. The walkway terminates at the east end of the bridge and ties into the existing shoulder of the corridor.

A pedestrian facility currently exists on the north side of the Mokelumne Bridge. It is approximately five feet wide and traverses along the length of bridge. The pedestrian facility is situated behind a concrete barrier which separates the facility from the westbound travel way and shoulder. The sidewalk transitions into the existing shoulder at both ends of the bridge.

The Potato Slough Bridge provides a five foot walkway on the south side of the structure. Access to the walkway is located adjacent to the eastbound shoulder with no pavement marking or signs to delineate the transition. The walkway terminates at the east end of the bridge and ties into the existing shoulder of the corridor. Proposed physical improvements to both bridge structures will be discussed further in bridge re-alignment alternatives developed in Section 3.3, Four-Lane Alternative Strategy.

Context sensitive design principles will be employed to enhance the pedestrian facilities in the vicinity of Rio Vista which will be accompanied by a better definition of the curb cuts and walkways in Rio Vista between Main Street and North Front Street.

## **2.2 Bicycle Facilities**

SR-12 functions as a vital link between various bicycle routes and provides connectivity across various waterways in the region. Several bicycle facilities are planned for the corridor including a 20-mile Class II Bikeway (Bike Lane) or Class III Bikeway (Bike Route) between Walters Road and the Rio Vista Bridge, and a Class II bikeway along Jameson Canyon Road, from Red Top Road to the Napa County Line. It is to be noted that the 20-mile Class II facility is in its initial planning stages and is currently not identified as a high-priority project.

Several gaps in bike facilities will exist after the implementation of the planned baseline projects along SR-12. In addition, bicycle facilities included in the baseline conditions do not provide upgraded bicycle facilities on the Rio Vista, Mokelumne, and Potato Slough bridges. Bicyclists on SR-12 will have to use the existing sufficient width shoulders of the roadway to cross over the waterways.

For the gap-fill and barrier separated two-lane strategies being developed for SR-12, the improvements will accommodate bicycle traffic in the eight-foot wide outside shoulder area of the roadway. This typical roadway cross section is described in Highway Design Manual section 1003.2 (3) and shown in Exhibit 5, and bike lane signing will be supplemented with R25 (park off pavement) signs, or R26 (no parking) signs. However, existing bridge shoulders will not be widened. The proposed strategies will provide bicycle connectivity to cross delta routes by providing improved bike facilities in the shoulder of the roadway throughout the corridor.

The four-lane strategy will include widening the roadway cross section and bridges to four lanes with standard shoulder, which would accommodate bicycle traffic along SR-12. In addition, the four-lane strategy will bridge the existing gap in bike lanes at Travis Air Force Base.

## **2.3 Transit**

Public transportation in the SR-12 Corridor currently provides options for additional travel modes. The major transit services operating in the corridor are bus routes provided by Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and South County Transit (SCT/LINK) in Galt. Travel forecasts for year 2035 indicate that the transit mode share in the corridor will be on the order of two percent<sup>1</sup>, which is not a significant share.

Implementation of park and ride facilities will promote better transit utilization, relieve vehicular demand on over-subscribed segments of the corridor, and provide better connectivity and convenience for the transit user. All recommended strategies will evaluate the potential for a new park and ride lot in the vicinity of the Walters Road and SR-12 intersection. Implementation of a park and ride facility in this location may help reduce trips on the more congested parts of SR-12 through Suisun City/Fairfield and help existing transit routes to serve their patrons better.

The need for a park and ride facility in the vicinity of the SR-160 and SR-12 intersection will also be evaluated as part of all improvement strategies. A park and ride facility at this location is projected to offer better connectivity to other regional transit routes along SR-160. Capacity improvements to SR-12 as a part of all

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<sup>1</sup> *State Route 12 Corridor Transit Study*, prepared for Solano Transportation Authority and Napa County Transportation Planning Agency by Urbitran Associates, January 2006, p. 55.

improvement strategies are also projected to provide better reliability and travel times for transit service vehicles that currently use SR-12.

## **2.4 Intelligent Transportation Systems (ITS)**

Existing ITS infrastructure along the SR-12 Corridor is located in the western segment of the corridor, from I-80 to the Rio Vista Bridge. The existing ITS elements currently servicing the corridor include several Portable Changeable Message Signs (PCMS) and Speed Radar Signs (or Driver Feedback Signs). Additional ITS elements including extinguishable message signs and changeable message signs will be implemented in the near future for the easterly segments of SR-12, in the vicinity of I-5, and which are included in the baseline case scenario for SR-12. Use of portable changeable message signs and radar powered speed signs has helped increase driver compliance and safety in the recent past. Refer to the ECT report for additional details related to existing ITS elements.

Proposed improvement strategies for SR-12 will include implementation of ITS infrastructure and enhanced ITS coverage for segments of the corridor that do not have any ITS elements in the baseline case scenario. These segments are sections of SR-12 between Walters Road and Rio Vista and the sections of SR-12 between Mokelumne Bridge and North Guard Road. Proposed strategies for mainline SR-12 will include the implementation of ITS features such as:

- Extinguishable Message Signs (EMS) – that may help improve the operational characteristics of moveable bridges and advance warning;
- Changeable Message Signs (CMS) – at congested locations to improve communications with the driver, improve driver expectancy and safety; and
- Traffic Monitoring Station (TMS)

Addition of these new ITS elements will enhance traffic enforcement (e.g.: radar controlled speed limit signs), provide better driver information (e.g.: CMS and EMS) and promote safety (e.g.: advance warning signs). In addition to these features, advance warning signs and changeable message signs will be implemented upstream of the moveable bridge approaches as a part of the improvement strategies. These ITS elements will help warn drivers of the impending closures in advance and are anticipated to help improve bridge cycle times while enhancing safety for vehicles that have to stop abruptly for bridge openings on SR-12.

## **2.5 Bridge Operations**

The moveable bridges at the Sacramento and the Mokelumne rivers on SR-12 impact traffic operations significantly by increasing travel times on SR-12 due to bridge opening operations. The equipment used to control the opening/closing cycles of both bridges are dated and inefficient. They currently operate with less than optimal efficiency resulting in longer cycle time which impacts vehicular traffic on SR-12 and the marine traffic crossing SR-12. Furthermore, breakdowns of bridge machinery, for as long as a week, have been reported in the past which lead to disruption of both vehicular and waterborne traffic flow.

The Rio Vista Bridge is frequently opened because of waterborne freight and goods movements, to and from the Port of Sacramento. A longer bridge opening duration is often needed due to the larger size vessels. Typical bridge opening/closure cycles exceed 13 minutes. In addition, during the summer months, there is an

increase in the need for openings due to recreational boating. The bridge openings lead to significant queues and delays on SR-12; delays which are documented in greater detail in the FCT report.

The Mokelumne Bridge is one of the most frequently opened bridges in the state. Due to maritime laws that give right-of-way priority to marine traffic, the bridge opens frequently and at various times of the day without regard to SR-12 traffic volumes. Heavy congestion and delay are a result of these frequent openings. Congestion at the Rio Vista and Mokelumne bridges is expected to increase by 2035 as a direct result of a projected increase in the number of openings for future conditions.

Two enhancement approaches will be considered to improve operations at the bridges. Bridge equipment upgrades and implementation of additional ITS elements will be considered for the gap-fill improvement strategy and the barrier separated two-lane strategy. Replacement of the existing bridge with a medium or high level non-movable bridge will be considered at both locations for the four-lane option.

Bridge improvements proposed for the barrier separated two-lane strategy including optimization of bridge operations, along with implementation of advance signage, ITS elements and signals, will help improve opening/closure cycle times. Upgrades to bridge control equipment along with enhanced ITS equipment will allow for more responsive traffic stoppage/release times which will in turn reduce delays for both vehicular and marine traffic.

Bridge improvements proposed in the four-lane strategy highway option entail re-construction along with re-alignment of the Rio Vista and Mokelumne bridges. The re-constructed bridges will provide a higher clearance from the water surface, which eliminates the need for a moveable bridge, and will also include a four-lane section which provides additional throughput capacity on SR-12.

## **2.6 New SR-12 Alignments**

Several options that entailed re-alignment of SR-12 were considered as possible strategies. These strategies are designed to achieve reductions in impacts to the physical environment and/or improve safety by addressing non-standard geometry. In addition, the new SR-12 alignments would include constructing new four-lane bridges to improve mainline capacity. Constraints observed during the analysis of SR-12 alignments are shown in Exhibit 2 and discussed briefly below.

### **2.6.1 Section from I-80 to the Fairfield Area**

In this section, SR-12 east of I-80 traverses built up urban areas and presents little to no opportunities for re-alignment. Re-alignment of SR-12 through Fairfield/Suisun City have extensive impacts to urbanized areas and offer little to no benefits in return. Re-alignment of SR-12 to the south of the current alignment would place the new route in the Suisun Marsh area where it would impact wetlands and sensitive species. Therefore, alignment of SR-12 in this area was not carried forward as a viable option since this would result in major impacts to the urbanized area to the north and significant impacts to the highly sensitive environmental resources to the south.

### **2.6.2 Section east of Fairfield to Rio Vista**

In this section, several re-alignment options were considered but did not provide identifiable benefits. The segment of SR-12 from Walters Road to the Rio Vista River traverses areas with sensitive plant species and wetlands. Re-alignments that were designed to bypass these sensitive areas and route SR-12 to the north

were considered for this section from Fairfield to Rio Vista. Re-alignment of SR-12 did not help avoid impacts to any of the environmental resources. In addition, presence of the Travis Air Force Base precluded certain re-alignment options and placed significant constraints on most re-alignment options for this section. Therefore, re-alignment of SR-12 in this area was not carried forward as a viable option since this would result in major impacts to sensitive environmental resources and did not produce any benefits.

### 2.6.3 Rio Vista Bridge Area

Two realignments to the north and one realignment to the south of the existing SR-12 Corridor were considered in the Rio Vista Bridge study. The preferred alternative for a re-aligned four-lane Rio Vista Bridge will be consistent with the findings of the Rio Vista Bridge study recently completed by STA. Each realignment option will provide a four-lane cross section for the four-lane option (see Exhibit 8). The bridge will be a higher profile elevation and will eliminate the need for bridge openings to accommodate waterborne freight and goods movement.

### 2.6.4 Rio Vista Bridge to I-5

This 16 mile segment of SR-12 extends from just east of the Rio Vista Bridge to I-5, and includes the Mokelumne Bridge and the Potato Slough Bridge traversing the Sacramento-San Joaquin River Delta. Most of the SR-12 segments for this section traverse the Sacramento-San Joaquin River Delta. The Sacramento-San Joaquin River Delta is one of California's most important natural resources and is the largest estuary in the western United States extending far beyond the immediate vicinity of the corridor to the north and south as shown in Exhibit 2. This environmentally sensitive estuary also includes productive farmlands and recreational opportunities. Re-alignment of SR-12 will impact farmland, wetlands and areas with sensitive plant species.

As a result of these significant environmental impacts and the absence of potential benefits from re-aligning SR-12, any new alignments north or south of the existing SR-12 alignment are deemed less favorable than upgrading and improving the existing SR-12 alignment. Therefore, it was concluded that the baseline case should focus on improvements to SR-12 on its existing alignment or areas immediately adjacent to it.

Re-alignment of the Mokelumne Bridge and the Potato Slough Bridge locations will be considered. Similar to the Rio Vista Bridge, re-alignment of SR-12 at this location will consist of construction of new four-lane bridges over the waterway. Re-alignment of these bridges will be considered only for the four-lane strategy and is further described in Section 3.3.

For this section of SR-12, alternatives were explored that included improving the structural characteristics of the paved areas by surcharging the existing soils and constructing robust, sub-base on engineered fill with wick-drains. In addition, an option of elevating the roadway on viaduct (bridge structure) was also reviewed. In terms of realigning SR-12 through this area, no advantage was identified from an environmental perspective.

The general finding was that the robust at-grade pavement design that is being used by Caltrans for the Bouldin Island project built at, or adjacent to the existing SR-12 alignment, is a reasonable approach for the purposes of this study and no advantage could be identified for unilaterally raising SR-12 in this area on viaduct. Moreover, a viaduct section poses problems with access to parcels and farmlands, and in the extreme event these low-lying areas were inundated due to levy failure, there is no identifiable justification for preserving access via this section of SR-12. For these reasons, the Project Development Team concluded

that two-lane improvement scenarios should focus on generally at-grade improvements to SR-12 on its existing alignment or areas immediately adjacent to it.

In the case of the four-lane improvement scenarios, re-alignments of SR-12 in the areas of the Mokelumne and Potato Slough Bridges will be needed to adjust the bridge profiles to mid-level height to provide for four-lane crossing. In these areas, SR-12 will essentially be on elevated structure, or viaduct. Since the distance between the Mokelumne and Potato Slough Bridges is in the range of five miles, a continuous four-lane viaduct beginning west of the Mokelumne crossing to east of Potato Slough will be examined. This effectively would elevate SR-12 a distance of nearly seven miles through the Sacramento-San Joaquin River Delta.

## **2.7 Sea Level Rise**

A growing concern in coastal communities is the potential impacts to infrastructure caused by projected sea level rise for future years. Caltrans has begun looking at infrastructure that could be threatened by sea level rise and is developing design approaches for new and reconstructed facilities in coastal areas that account for sea level rise and associated wave run-up. The low ground elevation areas in the SR-12 Corridor face the greatest threat from rising sea level, particularly during high storm tide events. The SR-12 Corridor, south of Travis Air Force Base and north of Suisun Marsh, is in a low-lying area.

As shown in Exhibit 2, projected impacts of sea level rise indicate that developed areas west of Rio Vista including Suisun City and Fairfield will be inundated. Also, inundation in this area is projected to impact segments of SR-12 between Rio Vista and the I-5 interchange and access to the Travis Air Force Base. However, there is no concrete policy guidance nor are there directives on definitive corridor enhancement measures for such a dire scenario.

Strategies that involve re-alignment of SR-12 or re-construction of bridges will include design options that provide adequate clearance to mitigate the impact of sea level rise. Given the anticipated extent of impact of sea level rise to surrounding communities far beyond the extents of SR-12, the PDT group felt that there was not sufficient policy guidance to formulate a corridor-wide mitigation plan and that the development of a region-wide mitigation plan was outside the scope of this study.

## **2.8 Soil Conditions**

The geology and geotechnical conditions for a majority of the corridor, especially in the Sacramento-San Joaquin River Delta area, present many issues as the Delta soils, which consist of peat and clay layers, are highly compressible. Roadways built over these soil conditions are subject to settlement and require long-term maintenance to address pavement cracking, deterioration, and decreased service life.

Segments of SR-12 in the Sacramento-San Joaquin River Delta area are highly subject to flooding due to the aging levee system. Maintenance and repair of the levee system is critical to ensure the preservation of low-lying areas; however, obtaining the resources and funding has been and will continue to be a challenge. These levees were built over a century ago, when modern engineering analyses and techniques were not available, and they were built on top of poor organic soils that have compressed and displaced through the years. Significant subsiding of the levees has occurred in the past years, and they continue to be a highly expensive maintenance issue.

A strategy discussed to combat the poor soil consolidation and settlement concerns of the Delta marsh include installing a wick drain system and surcharging to speed up consolidation of underlying soils. This method entails placing embankment material over the proposed grade to surcharge the soil while the wick

drains, located underneath the pavement area, capture water and filter it through the channels within the wick drain core. A collector pipe will then feed the captured water into an existing drainage structure or ditch. The relevance of this option is to reduce settlement of the roadway.

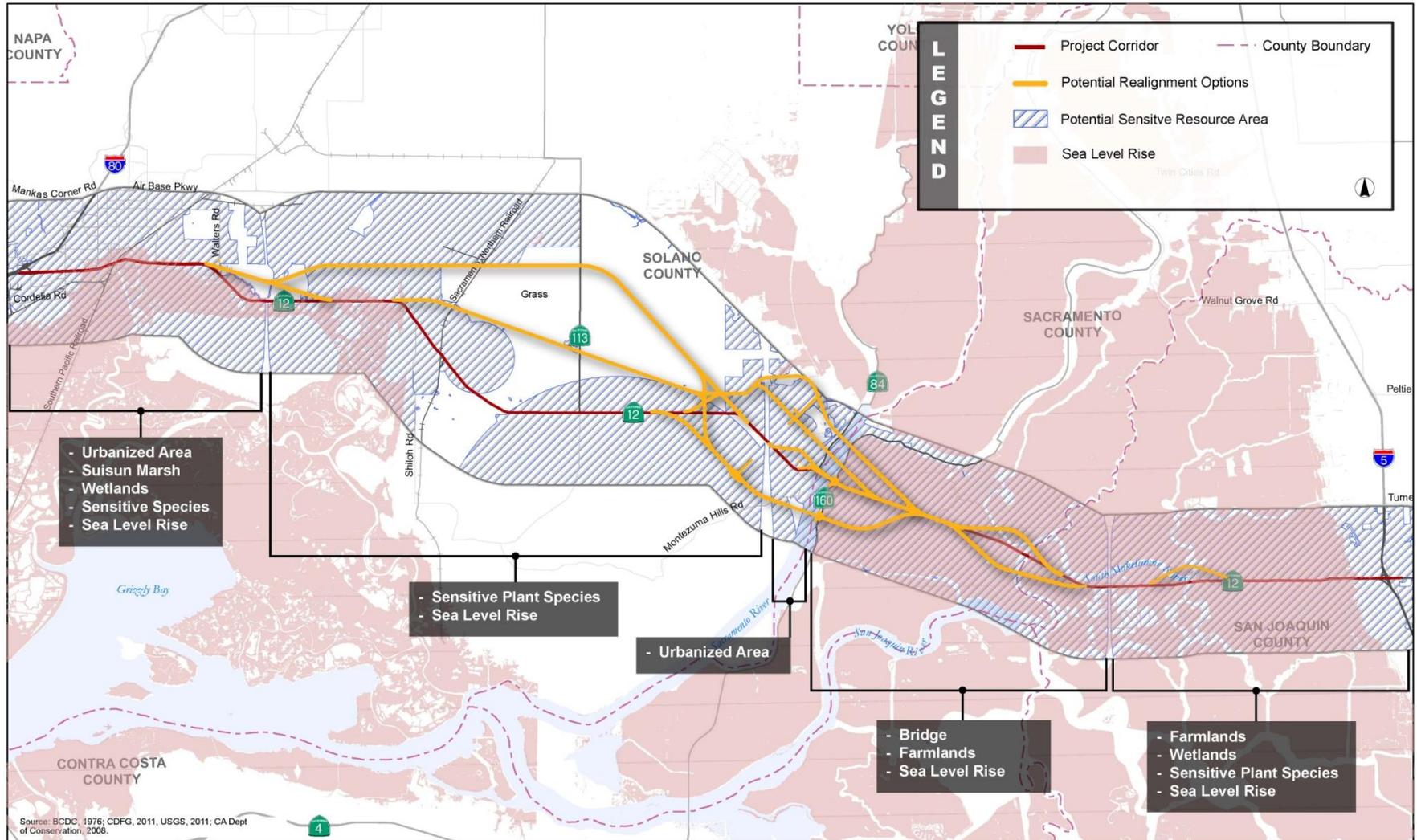
Engineering mitigation techniques will be included as a part of the improvement for all strategies. These mitigation techniques, which could be used upon further analysis, include soil replacement with lightweight fills, soil stabilization, soil and pavement reinforcing and/or use of wick drains or material surcharging loading to accelerate soil consolidation. The Bouldin Island SHOPP project employed soil surcharge techniques combined with implementation of wick drains to address soil related issues. However, all of these techniques are costly engineering mitigation options that introduce additional complexity and demand careful construction staging.

## **2.9 Agricultural Access**

Agricultural traffic often crosses SR-12 to access farmlands on either side of the corridor. This travel pattern is currently possible due to absence of any barriers in the median. While the implementation of median barriers as a part of future alternatives promotes corridor safety, the barriers will pose a hindrance to agricultural traffic wanting to cross SR-12. All future improvement strategies will consider the need for agricultural crossing.

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Exhibit 2: Location of Environmental Constraints for SR-12



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### **3 Recommended Corridor Improvement Strategies**

A series of strategies was developed after review of historical data, consideration of corridor constraints and corridor needs. The strategies are classified into three broad categories based on the scope and extent of the proposed improvements. The strategies being considered for future years are a gap-fill strategy, the barrier separated two-lane strategy, and the four-lane strategy. Each strategy's construction requirement varies and results in a different cross-section for the corridor.

#### **3.1 Gap-fill Strategy**

The gap-fill strategy identifies improvements for spot locations throughout the corridor that have been identified as having deficiencies that are not addressed by the improvements in the baseline scenario. The objective of identifying these locations is to develop specific improvement strategies that further enhance the improvements generated by the programmed projects in the baseline scenario. These locations currently are not addressed as a part of the currently programmed improvements or SHOPP/STIP projects. These deficiencies include poor intersection configurations, non-standard shoulder widths, pavement and subgrade failure, and the frequency of bridge openings.

Each of these deficiencies has directly contributed to increased congestion and delays. These deficiencies can be categorized into the areas of operations, safety, roadway pavement and geometry. Gap-fill strategies have been identified to address these localized issues. The gap-fill strategy will build upon and supplement the planned SHOPP/STIP projects. Four specific areas have been identified as gap-fills within the corridor and are identified in Exhibit 3.

##### **3.1.1 Location 1: Between Beck Avenue and Sunset Avenue**

The first gap-fill location includes several intersections which are projected to experience heavy congestion and delays. These intersections are located just east of the SR-12/I-80 interchange on SR-12 and adjacent to the I-680/I-80/SR-12 interchange. Intersections that will be improved for this location include Chadbourne Avenue, Beck Avenue, Pennsylvania Avenue, Marina Avenue, Grizzly Island Road, and Walters Road., In addition to the spacing of these signalized intersections, absence of adequate capacity at these intersections combined with a significant proportion of truck traffic has led to deterioration in operating speeds during peak times. Additional time required by heavy vehicles to reach cruising speeds has led to uneven lane usage and queuing issues. Each of the existing intersections are at-grade with the exception of Marina Avenue which is grade separated.

Potential improvements to address the intersections listed above include converting the mixed use section of the corridor to a six-lane expressway. This strategy includes consideration for grade separated intersections while also controlling access from SR-12. A frontage roads system would be provided to maintain existing access to properties impacted by access consolidation. Impacts resulting from these improvements include acquiring additional right-of-way which in turn impacts residential and commercial properties, wetlands, sensitive species, as well as protected areas adjacent to the roadway. In addition, capacity improvements to these segments will result in elimination of bottlenecks that store traffic demand. Elimination of bottlenecks in this segment of the corridor will result in higher demand arriving at downstream intersections which could lead to yet unrealized operational issues at downstream locations.

### 3.1.2 Location 2: Between Liberty Island Road and Drouin Drive

The second location consists of segments of SR-12 between Liberty Island Road and Drouin Drive just west of Rio Vista. These roadway segments currently have narrow shoulders and inadequate sight-distance on both the eastbound and westbound approaches. Potential improvements to address these issues include provision of standard width shoulders and additional earth work to ensure that adequate sight distances are maintained. These enhancements will improve safety, pavement and ride quality through this segment.

### 3.1.3 Location 3: Rio Vista Bridge

Operational issues experienced at the Rio Vista Bridge are discussed under section 2.5. Bridge related improvements include optimizing bridge openings through a series of ITS elements along with advance warning signs. Advance warning or variable message signs alerting motorist of closures are recommended approximately half mile upstream of the bridge approaches. These message boards will be inter-connected to the signal timer at the bridge crossing as well as the bridge operations tower to ensure lines of communication between all devices. The implementation of these devices will ensure a safe and efficient stoppage of mainline SR-12 traffic and expedite the opening/closure of the bridge for marine traffic. As a part of the gap-fill strategy, additional safety improvements in the form of channelizers and shoulders improvements will be performed for the bridge approach from Drouin Drive to Rio Vista Bridge.

### 3.1.4 Location 4: Rio Vista to Mokelumne Bridge

This location consists of the approaches to both the Rio Vista and Mokelumne bridges. Segments of SR-12 in this location experience significant congestion during bridge opening/closure cycles and are often accompanied by sluggish queue recovery cycles. Review of traffic demand for future conditions indicates that available capacity for baseline conditions may not be adequate to accommodate projected demand. This absence of projected capacity will further intensify the congestion related issues at both bridges. The intersection of SR-12 and SR-160 currently experiences operational issues related to merging maneuvers mainly because the two lane transition at the departure legs are too short to allow faster moving vehicles to pass slower vehicles.

In addition to these operational issues, additional pavement deficiencies exist at this location. Poor underlying soils, peat and clay soils, between the Rio Vista Bridge and Mokelumne Bridge have severely eroded the pavement sections causing cracking, humps, and differential settlement. This is a direct result of the highly compressible nature of the underlying soil and has compromised the pavement life expectancy and increased the maintenance cost for Caltrans since frequent patches and repairs are required. Safety has also been an issue as two head-on collisions have been reported in prior years.

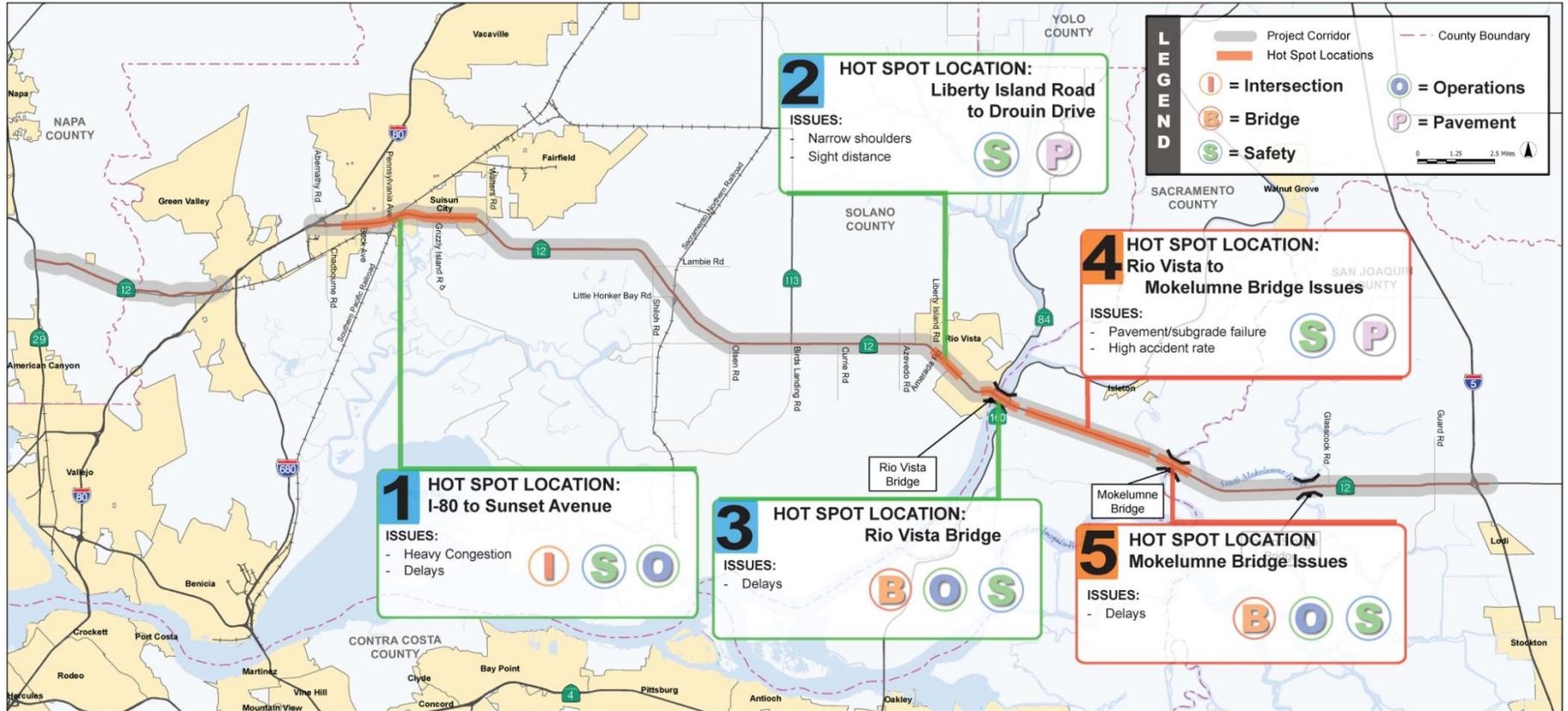
Improvements to address these issues include extending the two-lane cross-section for eastbound and westbound departure legs for the intersection of SR-12 and SR-160 to allow for better passing opportunities and to ensure safe merging operations; developing a structural engineered pavement section to combat the easily eroded soil and subgrade, similar to the SR-12 Bouldin Island SHOPP project; and installing a median barrier or channelizers to reduce the potential for a motorist encroaching into the opposing lane. Impacts from the proposed strategy may include purchasing right-of-way which would in-turn impact wetlands, sensitive species, and prime farmland areas.

3.1.5 Location 5: Mokelumne Bridge

The Mokelumne Bridge experiences operational issues as discussed under section 2.5. Gap-fill improvements, including optimizing bridge openings through a series of ITS elements similar to the improvements listed for Location 3, will help improve the operational characteristics of these bridges by reducing opening and closing times.

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Exhibit 3: Gap-fill Locations



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### **3.2 Barrier Separated Two-Lane Strategy**

The barrier separated two-lane strategy includes maintaining a two-lane highway (on its existing alignment) with strategically located passing lanes that allow for completion of passing maneuvers – thus reducing delays and improving safety on SR-12. This strategy is supplemented by inclusion of design elements such as concrete barriers, standard outside and inside shoulders, rumble strips, and addition of clear zone areas to improve overall safety and traffic operations. In addition, this strategy promotes corridor safety through better control of access points (e.g.: segments of SR-12 between Virginia Way and Hillside Terrace in Rio Vista), enhanced advisory signage and ITS elements that allow for better communication with drivers.

This strategy maximizes the full use of the existing cross section. The existing baseline cross section for the study corridor is shown in Exhibit 4. This option balances cost consideration and long-term maintenance needs while minimizing right-of-way impacts, if any. The design elements for the barrier separated two-lane strategy are based on design speeds that are at least 10 mph above current posted speed and include:

- Two 12-foot travel lanes
- 12-foot median area with:
  - 2-foot wide concrete barrier
  - Two 5-foot inside shoulders
- 8-foot outside shoulders with rumble strips
- Strategically placed 12-foot passing lanes

The median area will consist of concrete median barrier and inside shoulders. Median barrier will be installed to reduce the severity of accidents for errant vehicles and inside shoulders will be upgraded to be consistent with Caltrans design standards for a two-lane conventional highway. The outside shoulders, per Caltrans standards, may be designated to accommodate bicyclists and serve as a route for emergency response transport in the event of an incident. The resultant cross section for the barrier separated two-lane strategy is shown in Exhibit 5.

Exhibit 6 shows the sections of the SR-12 Corridor where the barrier separated two-lane strategy is being considered. The barrier separated two-lane strategy includes strategic placement of passing lanes. Passing lanes will be located adjacent to intersections to minimize the impact of slowing vehicles on a roadway section near locations with major traffic attractor and generators or at locations where a lane-drop or lane-add is present. Sections for consideration include the following:

- Sections east and west of the SR-113/SR-160 intersections in the eastbound and westbound directions respectively
- Sections east and west of the Rio Vista Bridge and the Mokelumne Bridge intersections in the eastbound and westbound directions respectively
- Sections east of the Walters Road and SR-12 intersection in the eastbound direction
- Sections west of the Walters Road and SR-12 intersection in the westbound direction where it will provide for separation of slow moving vehicles entering and leaving heavily congested segments of SR-12

Implementation of barriers may limit the ability of vehicles to cross SR-12 to access properties. Such movements will be accommodated through wide turn lanes that allow U-turns at intersections. Exhibit 7 shows the sections where implementation of passing lanes is being considered. These improvements are projected to improve travel speeds on SR-12 at key locations in the corridor. Comparison of proposed roadway enhancements for the barrier separated two-lane strategy against projected demand for SR-12 (refer to the FCT for a detailed discussion) indicates that the barrier separated two-lane strategy may not offer required capacity for several segments. These segments include:

- SR-12 from Beck Avenue to Walters Road: Requires one additional lane in each direction combined with grade separated intersections in addition to the barrier separated two-lane improvements
- SR-12 from SR 113 to Hillside Terrace: Requires one additional lane in each direction in addition to the barrier separated two-lane improvements
- Rio Vista and Mokelumne bridges: Requires elimination of bridge openings
- SR-12 from Mokelumne Bridge to Glasscock Road: Requires one additional lane in each direction in addition to the barrier separated two-lane improvements

Provision of passing lanes for some of these locations as a part of the barrier separated two-lane option along with presence of bottlenecks in the west end of the corridor (SR-12 from Beck Avenue to Walters Road) is expected to help reduce the duration and intensity of congestion due to slow moving vehicles.

Exhibit 4: Typical Cross Section – Baseline Conditions

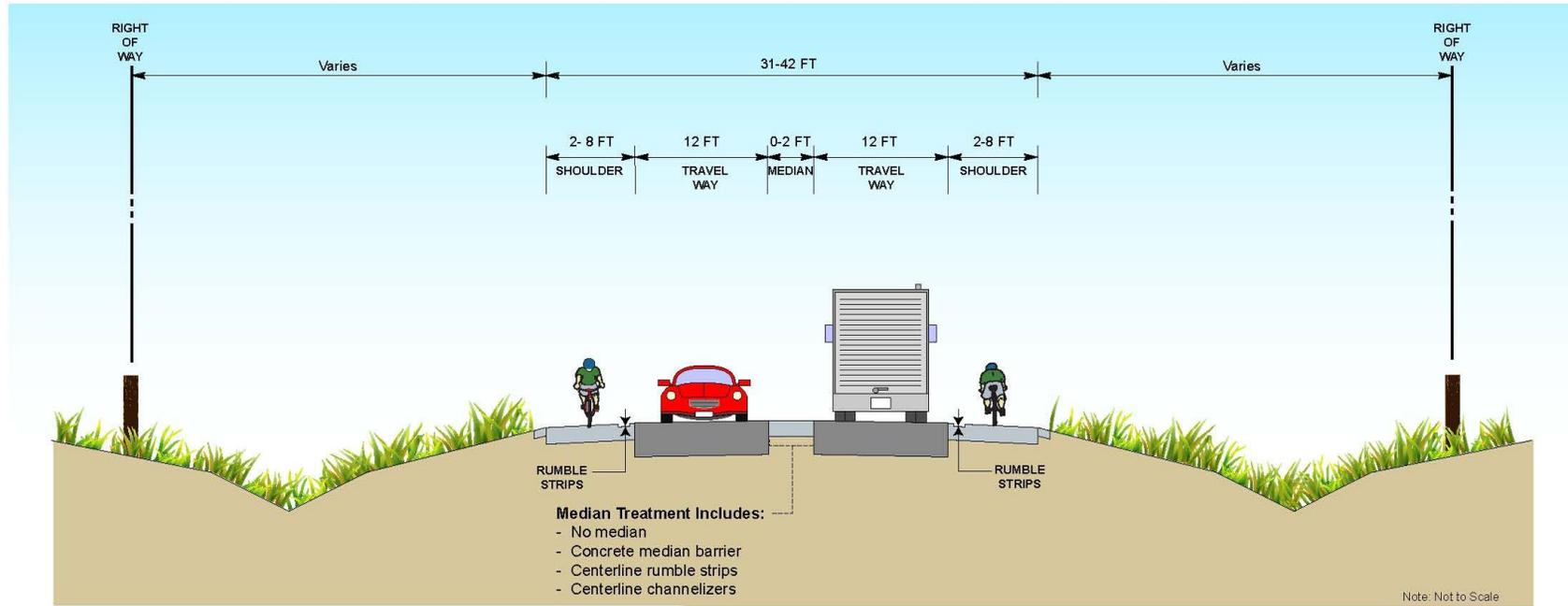


Exhibit 5: Typical Cross Section - Barrier Separated Two-Lane Strategy

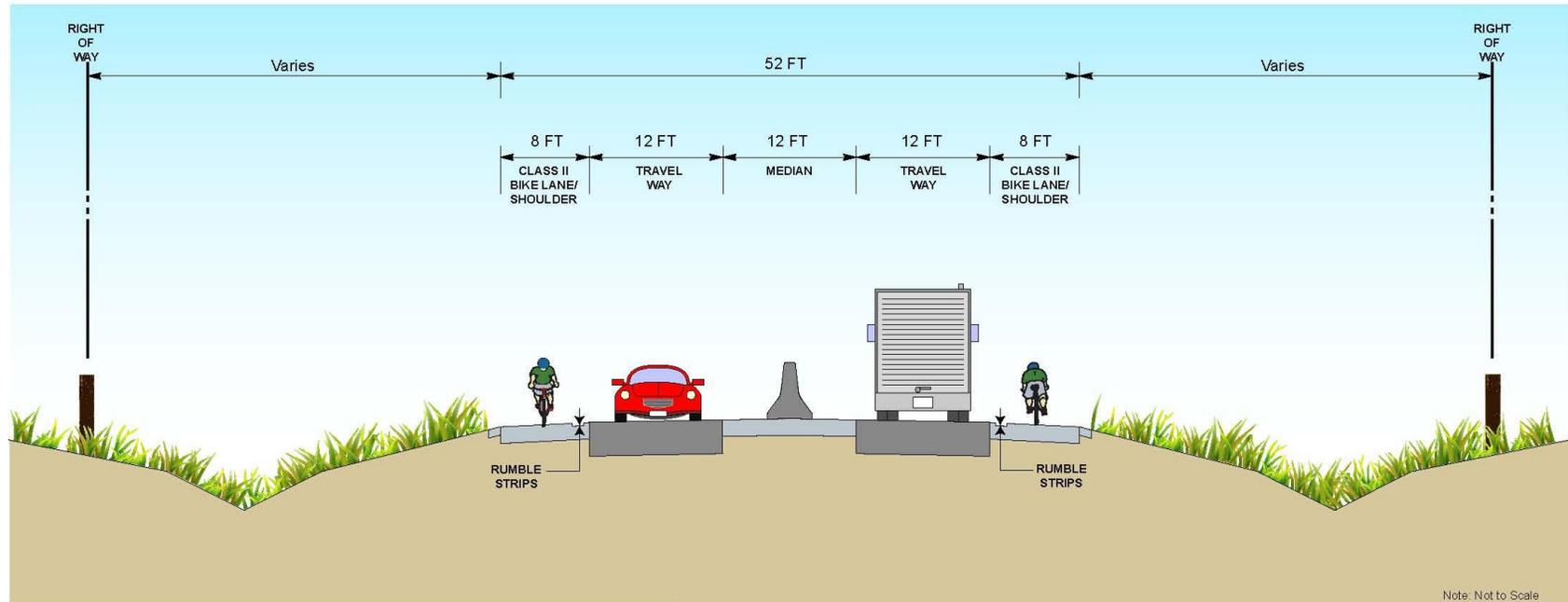


Exhibit 6: Barrier Separated Two-Lane Strategy

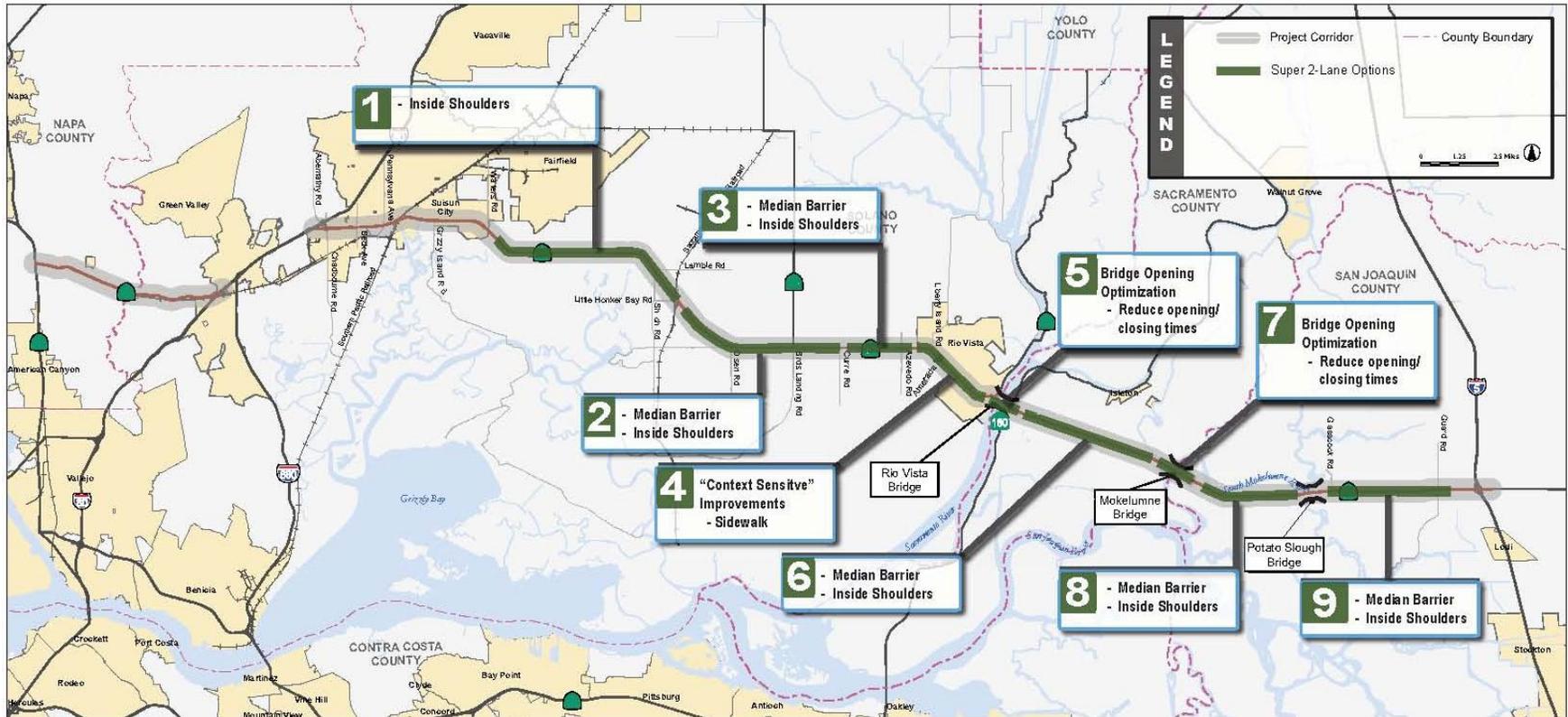
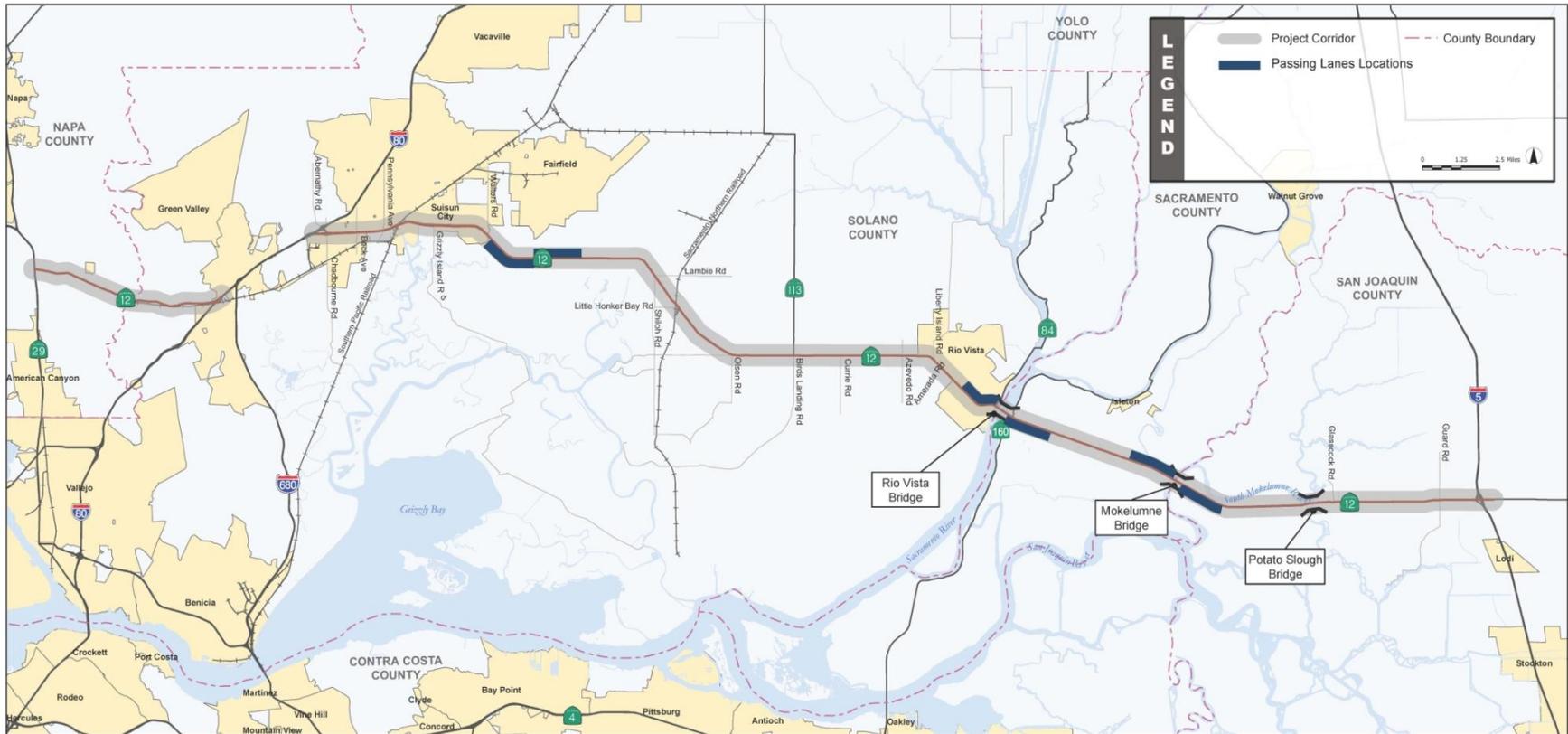


Exhibit 7: Location of Passing Lanes



### **3.3 Four-Lane Alternative Strategy**

This strategy offers the highest capacity for SR-12 when compared to other improvement strategies. This strategy will improve operational capacity on SR-12 by converting the two-lane conventional highway to a four-lane conventional highway on its existing alignment for all segments of SR-12 except the Rio Vista and Mokelumne bridges. Re-alignment and re-construction of the Rio Vista and Mokelumne bridges is also included in this strategy. The implication of a four-lane expressway will be examined in detail as a variant to the conventional highway.

Design elements for this strategy include concrete barriers, standard outside and inside shoulders, rumble strips, and clear zones. The proposed typical section items for a four-lane strategy are based on design criteria for a four-lane rural conventional highway and include:

- Four 12-foot travel lanes
- 12-foot median area with:
  - Provision of rumble strips for the left shoulder as an initial step
  - Implementation of a 2-foot wide concrete barrier as a subsequent mitigation when warranted
  - Two 5-foot inside shoulders
- 8-foot outside shoulders with rumble strips

Median barrier as well as inside shoulders will be provided to be consistent with Caltrans design standards and to address safety issues observed during the safety analysis of the corridor. In addition, rumble strips will be provided on the shoulders to enhance safety for the corridor. The outside shoulders, per Caltrans standards, will accommodate bicyclists and also serve as a route for emergency response transport in the event of an incident. A typical cross section for a conventional four-lane highway is shown in Exhibit 8.

The four-lane strategy will also evaluate the potential for re-alignment of the existing two-lane Rio Vista, Mokelumne and Potato Slough bridges. Refer to Exhibit 9 for re-alignment locations. Re-alignment of the bridges was evaluated due to three primary considerations:

- 1.) The continuous four-lane section, cross section of the corridor, and the need for the bridges to match the overall design template of the rest of the corridor
- 2.) Construction of a bridge would require re-alignment because it cannot widen over the existing structure nor may it maintain traffic operations during the construction period
- 3.) Delays caused by bridge openings

Re-alignment strategies for the Rio Vista Bridge will build upon alternatives developed in the Rio Vista Bridge Study. These alternatives included:

- Mid-level moveable bridge adjacent to existing bridge
- Tunnel option underneath Sacramento River
- High level crossing north of Rio Vista
- High level crossing south of Rio Vista

Re-alignment options at the Mokelumne Bridge include options to shift the bridge north or south of its current location. The Potato Slough Bridge option examined re-aligning the bridge north of its existing location. In an effort to minimize impacts to the surrounding developments, the bridge strategies weighed efforts to minimize impacts to surrounding businesses and farmland while also providing necessary lateral clearance to account for the swinging span during the construction phase. To mitigate items listed above, proposed structures should examine implementation of a mid to high level bridge and these structures should provide adequate clearance over the river beds to minimize the number of openings. Consideration for clearance above the river beds should also account for sea level rise. Improvements to the horizontal and vertical geometry will need to account for approach grades into the bridge as well as horizontal curvature to tie-in to the existing alignment corridor. Adequate sight distances should also be provided.

Comparison of proposed roadway enhancements for the four-lane strategy against projected demand for SR-12 (refer to the FCT for a detailed discussion) indicates that the four-lane strategy may not offer required capacity for certain segments of SR-12 such as segments between Beck Avenue and Walters Road. Additional mitigation measures for such areas may be identified during the next phase of the design task.

Exhibit 8: Typical Cross Section – Four-Lane Highway Strategy

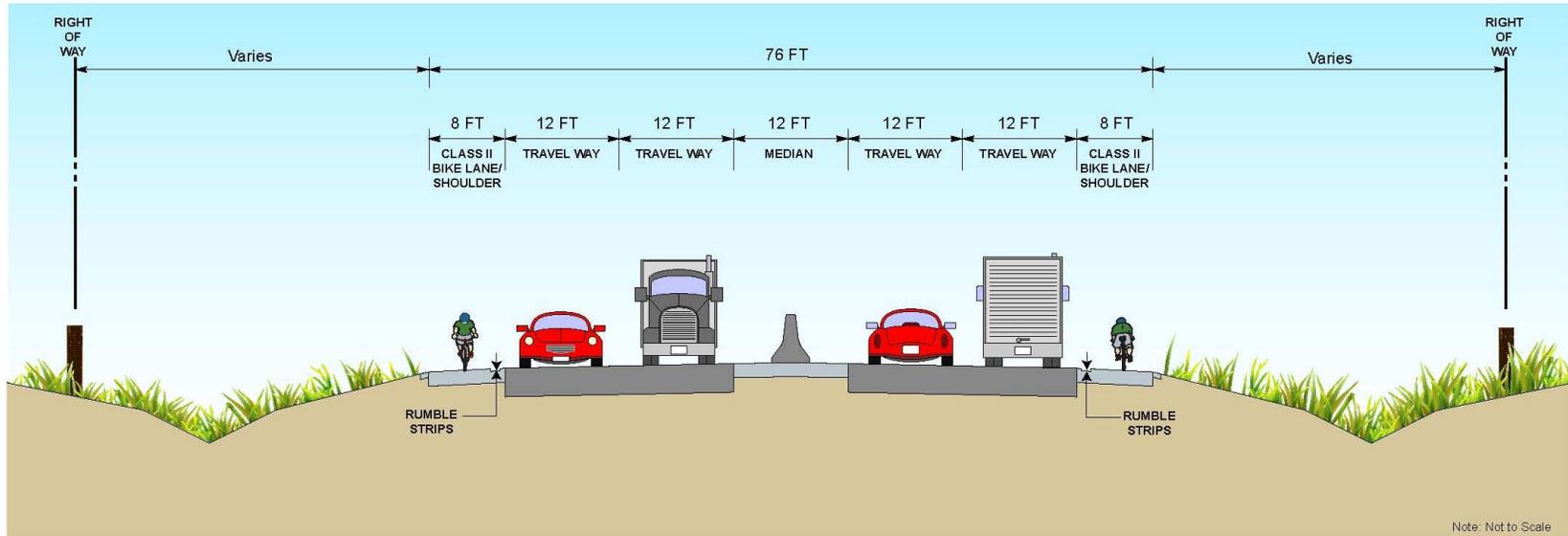
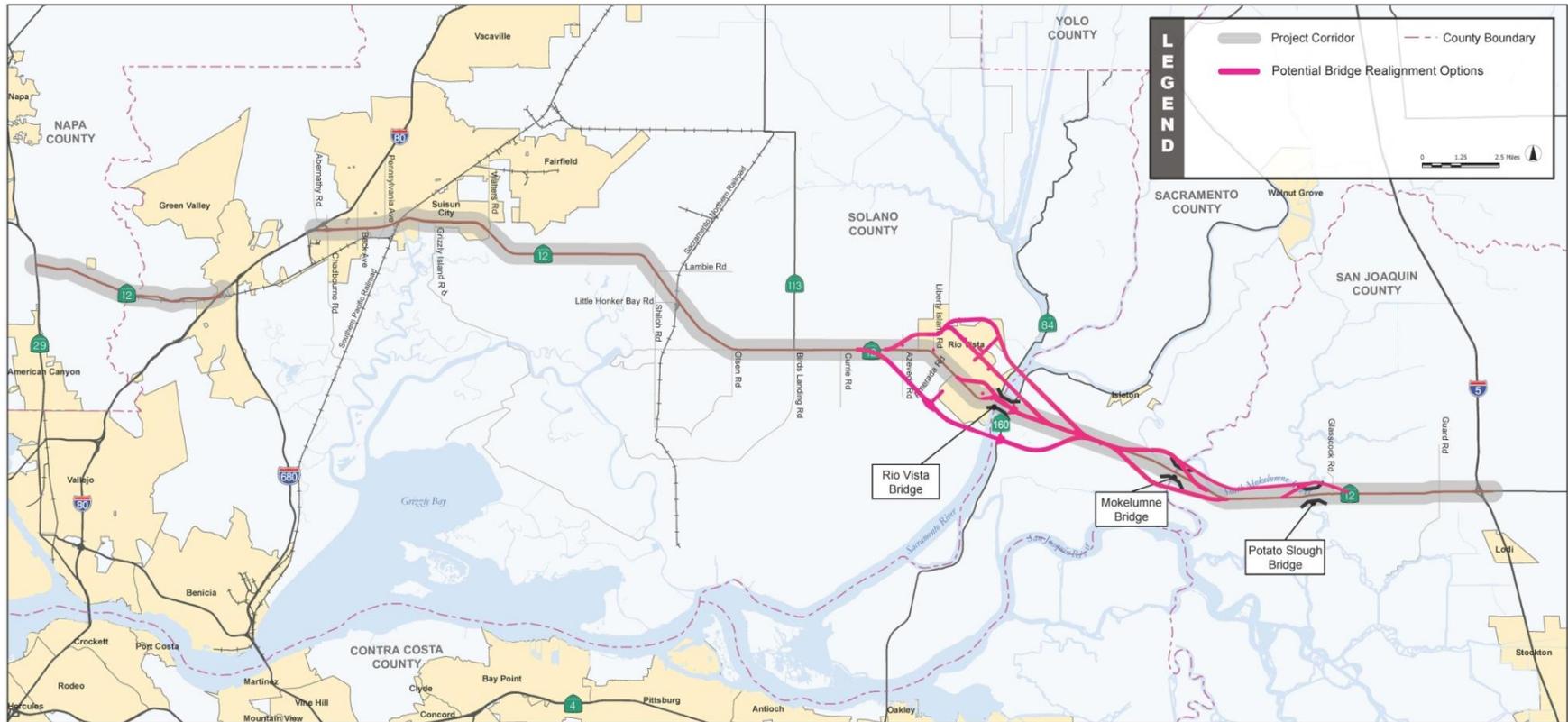


Exhibit 9: Potential Bridge Re-Alignment Options



3.3.1 Expressway Standards Variant

An expressway strategy was examined to identify the type of improvements needed on SR-12 if it were to be upgraded to an expressway. The primary components which differentiate an expressway from a conventional highway are design speeds and control of access. Exhibit 10 provides a comparison of the various design element dimensions between the conventional highway and the expressway templates.

**Exhibit 10: Comparison of Design Elements for a Four-Lane Strategy**

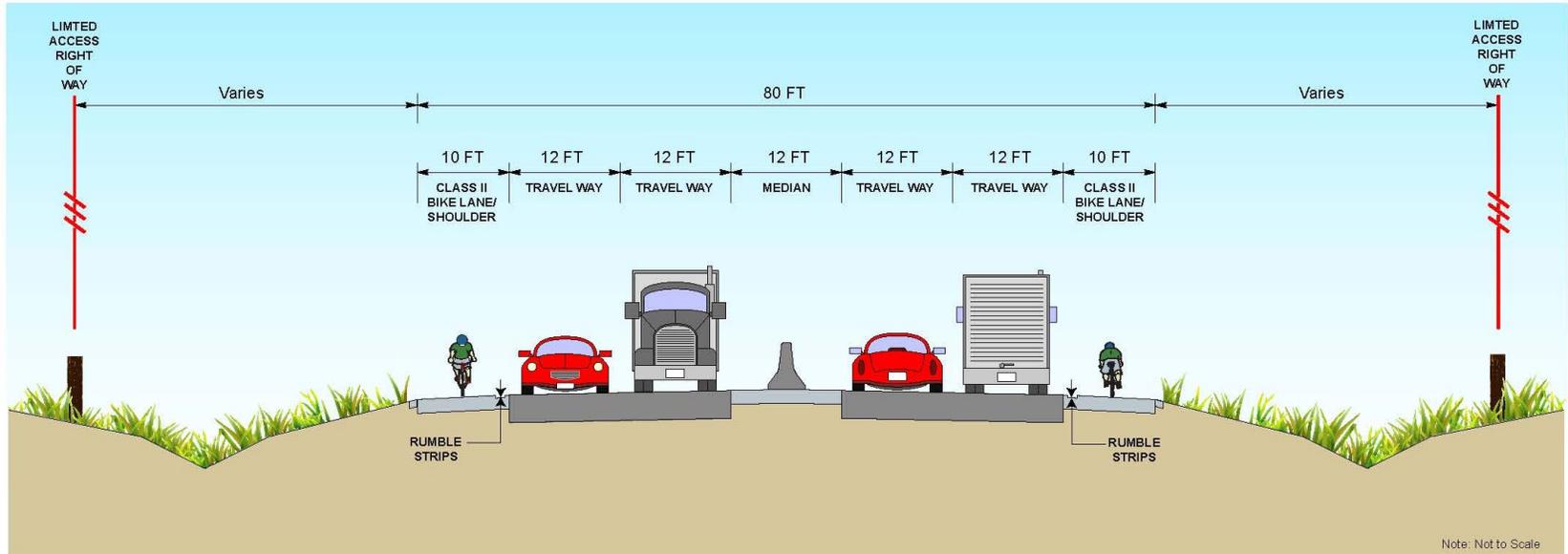
Design Element	Conventional Highway	Expressway
Design Speeds	Maintain existing design speeds	Higher design speeds – up to 70 mph
Centerline Alignment	Maintain baseline horizontal and vertical alignment	Modified horizontal and vertical alignments
Shoulders	8-foot outside shoulders	10-foot outside shoulders
Access Control	Limited access control	Extensive control of access
Right-of-way	Minor right-of-way acquisition	Moderate to high impacts to properties

Exhibit 11 shows the typical cross section for a four-lane strategy designed with expressway standards.

The expressway option introduces additional geometric, design, access control, and right-of-way requirements. Expressway standards require consolidation of closely spaced access points in order to maintain adequate intersection spacing. The decision to adopt an expressway template as compared to a conventional four-lane highway template needs to weigh the costs associated with access consolidation and right-of-way requirements against projected benefits.

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Exhibit 11: Typical Cross Section - Four-Lane Highway Strategy with Expressway Standards



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## **4 Criteria for Evaluation of Strategies**

The above strategies have been analyzed and the next step is to evaluate the strategies using a wide range of evaluation criteria, both quantitative and qualitative, that capture a broad range of corridor goals. Such criteria will support the regions' Sustainable Communities Strategy initiative. Potential evaluation criteria include several quantitative factors such as:

- **Mobility Metrics:** All mobility benefits are measured in terms of vehicular miles of travel and hours of delay and travel. Vehicular miles of travel is a measure of the corridor's ability to accommodate travel demand for the corridor. Vehicular hours of travel and vehicular hours of delay indicate the ability of the corridor to process demand without delays. In addition, maximum delay and queue length will be quantified at bottleneck locations. Vehicular metrics will be translated to obtain person metrics for all analysis locations. Comparative analysis of these metrics between improvement strategies and the baseline scenario will be used to rank the various strategies. For example, a lower vehicle miles of travel value accompanied by a higher vehicular hours of travel for a strategy (when compared to the baseline scenario) represents the presence of noticeable delay on a corridor for that strategy. Average vehicle occupancy rates will then be applied to the above metrics to obtain person measures of effectiveness.
- **Air Quality:** Average operating characteristics including travel speeds, travel flow and queuing information will be used to calculate vehicular emissions for various strategies. These emission values will be then be compared to the baseline scenario to determine the influence of each strategy on vehicular emissions.
- **Cost:** Summary of costs for the various improvement strategies will include capital costs and construction costs along with operations and maintenance costs. Capital costs include the construction, right-of-way acquisition, vehicle procurement (transit), and mitigation costs. Construction costs include mainline, ramps, intersections, bridges, signalization, erosion control, drainage, maintenance of traffic, and mobilization. Operations and maintenance costs include labor and materials for maintenance and repairs, utilities, financing, etc.

Qualitative measures of effectiveness that will be reviewed to assess the viability and benefits of each strategy include:

- **Transportation System Effectiveness:** Ability of the strategies to decrease distressed lane-miles of state highways.
- **Safety:** Ability of the strategies to enhance safety for all modes of travel including mitigation of any safety issues for identified baseline conditions.
- **Economic Vitality:** This criterion will discuss benefits offered by the various alternatives in improving regional connectivity, improved reliability for people and goods along with improved travel times.
- **Environmental Impact:** Ability of the strategies to avoid or minimize impacts to threatened and endangered species, critical habitat, wetlands and waters, farmlands and protected areas.
- **Healthy and Safe Communities:** Ability of the strategies to increase average daily walking or biking per person for transportation purposes.

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DATE: September 6, 2011  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011. A matrix listing legislative bills of interest is included as Attachment A. Legislatives Updates for August are provided as Attachments B (State) and C (Federal).

**Discussion:**

Federal Reauthorization.

Senate Majority Leader Harry Reid (D-Nev.) indicated on August 2nd that a two-year, \$102 billion surface transportation reauthorization measure could move to the Senate floor in September. The Senate Environment and Public Works Committee plans to mark up the legislation after lawmakers return in early September from a month-long recess. Funding levels in the Senate bill would require \$12 billion in additional revenue to support it. There have been conflicting reports that Senate Finance Committee Chairman Max Baucus (D-Mont.) has identified a revenue stream acceptable to Senate Republicans. An outline of the Senate proposal, Moving Ahead for Progress in the 21st Century (MAP-21), was released on July 19th with the endorsement of the top Democrats and Republicans on the Senate Environment and Public Works Committee. However, legislative language has not been released and Republican Senators will not continue to support the proposed compromise if a funding source cannot be identified.

The Republican Leadership of the House Transportation and Infrastructure Committee held a press conference on July 7th to unveil an outline of surface transportation reauthorization legislation. The proposal will provide \$230 billion over six years from the Highway Trust Fund for highway, transit, and highway safety programs and reflects the estimated revenue to the Trust Fund from the gasoline tax. The last surface transportation authorization (SAFETEA-LU) provided \$277 billion over six years. Chairman John Mica (R-FL) emphasized that the funding level is in compliance with the House Rules and that the Committee could not provide any additional funding. He also stated the importance of enacting a six year bill to give States certainty and allow long-term planning so that transportation projects can move forward. Mark-up of the Mica proposal was postponed until after the August recess.

The surface transportation law expires on September 30<sup>th</sup>, making it likely that Congress will consider another temporary extension to SAFETEA-LU. The Senate is likely to propose an extension to current law, but warned that it would be "a heavy lift" to maintain current funding levels.

## State Legislation.

On June 29<sup>th</sup>, Democrats in both houses of the legislature approved a majority-vote budget after failing to secure Republican support for tax extensions (Vehicle License Fee, 1% State sales tax, and .25% Personal Income Tax surcharge). Governor Brown subsequently signed the package, which relies on an additional \$4 billion of revenues materializing by January 2012. If the revenues do not materialize, as much as \$1.9 billion in additional cuts could be made.

The legislature is currently on Summer Recess through August 15<sup>th</sup>. They will have until September 9<sup>th</sup> to complete business prior to adjourning for the year (save for any emergency legislation that may be contemplated during the Fall) until next January.

Assembly Bill (AB) 57, the bill for which STA took a support position to add two seats to the Metropolitan Transportation Commission, is currently parked as a two-year bill in the Senate Transportation & Housing Committee. Chair Mark DeSaulnier is expected to hold an informational hearing on issue sometime this Fall.

## Redistricting.

The latest version of the proposed redistricting shows Solano County represented as follows:

### Congressional Districts

<b>District No.</b>	<b>Incumbent</b>	<b>Cities</b>
3 <sup>rd</sup>	John Garamendi	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
5 <sup>th</sup>	Mike Thompson	Benicia, Vallejo

### Assembly Districts

<b>District No.</b>	<b>Incumbent</b>	<b>Cities</b>
4 <sup>th</sup>	Mariko Yamada	Dixon
11 <sup>th</sup>	Vacant	Fairfield, Rio Vista, Suisun City, Vacaville
14 <sup>th</sup>	Susan Bonilla	Benicia, Vallejo

### Senate Districts

<b>District No.</b>	<b>Incumbent</b>	<b>Cities</b>
3 <sup>th</sup>	Lois Wolk	All of Solano County

The California Transportation Commission allocated \$61 million for the construction of the State Route (SR) 12 Jameson Canyon Widening project at their August 10th meeting.

The Jameson Canyon Widening project had been delayed for the past few months awaiting forthcoming State bond sales. This unexpected additional allocation is due to Caltrans's updated bond availability analysis as well as the passage of the State Budget, which provided allocation capacity in the State Transportation Improvement Program (STIP). The STA looks forward to the project being advertised for construction starting in late 2011 and awarded for construction in the Spring 2012.

## **Recommendation:**

Informational.

## Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – July/August (Shaw/Yoder/Antwih)
- C. Federal Legislative Update – July/August (Akin Gump)

## STA State Legislative Matrix as of 8/30/2011

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 57</a> <a href="#">Beall D</a>  Metropolitan Transportation Commission.	SENATE TRANS & HOUSING 2-YEAR BILL	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified <b>Last Amended on 5/19/2011</b>	<b>Support</b> <b>5/11/11</b>
<a href="#">AB 105</a> <b>Committee on Budget</b>  Transportation.	ASSEMBLY CHAPTERED 3/24/2011 – Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011	Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. <b>Last amended on 3/16/2011</b>	
<a href="#">AB 147</a> <a href="#">Dickinson D</a>  Subdivisions.	GOVERNOR'S DESK	The Subdivision Map Act authorizes a local agency to require the payment fees as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. <b>Last amended on 5/31/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 516</a> <a href="#">V. Manuel</a> <a href="#">Pérez D</a></p> <p>Safe routes to school.</p>	GOVERNOR'S DESK	<p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined, and would make other related changes. <b>Last amended on 7/14/2011</b></p>	
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p>	SENATE FLOOR	<p>Existing law establishes various boards and commissions within state government, and various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 members, by September 30, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. <b>Last amended on 8/15/2011</b></p>	
<p><a href="#">AB 710</a> <a href="#">Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	SENATE FLOOR	<p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill would also prohibit a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of nonresidential improvements and one parking space per unit of residential improvements for any new development project in transit intensive areas, as defined. This bill would provide that its provisions would not apply if certain requirements are met. <b>Last amended on 8/18/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 845</a> <a href="#">Ma D</a>  Transportation: bond funds.	SENATE INACTIVE FILE	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from non-state funds. The bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission. <b>Last amended on 5/10/11</b>	
<a href="#">AB 892</a> <a href="#">Carter D</a>  Department of Transportation: environmental review process: federal pilot program.	GOVERNOR'S DESK	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011. This bill would, instead, require the report to be submitted no later than January 1, 2016. The bill would provide that the state shall remain liable for any decisions made or responsibilities assumed prior to repeal of these provisions under applicable federal statutes of limitation for filing citizens' suits in federal courts. <b>Last amended on 7/13/2011</b>	
<a href="#">AB 1097</a> <a href="#">Skinner D</a>  Transit projects: domestic content.	SENATE FLOOR	Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects. <b>Last amended on 8/29/2011</b>	
<a href="#">AB 1229</a> <a href="#">Feuer D</a>  Transportation: financing: federal highway grant anticipation notes.	SENATE APPROPS- Held under submission.	Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months. This bill authorizes a transportation planning agency to use federal regional surface transportation program (RSTP) funds and congestion mitigation and air quality (CMAQ) funds, to pay the debt service on federal grant anticipation revenue vehicles (GARVEEs). <b>Last amended on 6/21/2011</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1164</a> <a href="#">Gordon D</a>	SENATE FLOOR	This bill authorizes, until September 30, 2015, the Department of Transportation to make loans of federal funds deposited in the State Highway Account to advance projects funded by Proposition 1B. The bill will also allow Caltrans at the end of the federal fiscal year, to commit any unobligated federal funds that the state would be at risk of losing to unfunded, but read-to-go, bond projects. In addition, if other states forfeit federal funds, California will be in a position to claim them, under the provisions of federal law. <b>Last amended on 8/15/11</b>	
<a href="#">AJR 5</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a>  Transportation revenues.	Chaptered by Secretary of State - Res. Chapter 29, Statutes of 2011.	This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. <b>Last amended on 3/29/2011</b>	
<a href="#">SB 211</a> <a href="#">Emmerson R</a> California Global Warming Solutions Act of 2006: tire inflation regulation:	GOVERNOR'S DESK	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill, until January 1, 2017, would require a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi). The bill, until January 1, 2017, would authorize automotive service providers to meet the requirements of the regulation without checking and inflating a vehicle's tire if that tire is determined to be an unsafe tire, as defined. <b>Last amended on 8/16/2011</b>	
<a href="#">SB 582</a> <a href="#">Yee D</a>  Commute benefit policies.	VETOED	Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. <b>Last amended on 7/14/2011</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 791</a> <a href="#">Steinberg D</a>	ASSEMBLY TRANS	<p>Existing law provides various funding sources for transportation programs and capital improvement projects. Existing law provides for designation of transportation planning agencies throughout the state with various transportation planning and programming responsibilities, including preparation of a regional transportation plan. Some of these agencies are also designated as metropolitan planning organizations under federal law. This bill would authorize a metropolitan planning organization, subject to majority voter approval, to impose, for up to 30 years, a regional transportation congestion reduction charge on purchasers of motor vehicle fuel in all or part of its jurisdiction, which would be collected by the fuel retailer or wholesaler and transmitted to the State Board of Equalization. The bill would define motor vehicle fuel for these purposes to include gasoline and diesel. A corresponding vehicle registration charge would be imposed on electric vehicles licensed to be driven on public roads, which would be collected by the Department of Motor Vehicles. Prior to adopting a regional congestion reduction charge, the metropolitan planning organization would be required to make certain determinations, including that the transportation demand reduction projects funded by the charge would directly and specifically benefit motorists within the region by reducing vehicle congestion so as to increase overall mobility for motorists who are paying the charge. The bill would impose various other requirements. The bill would provide for revenues from the regional transportation congestion reduction charge to be transferred by the State Board of Equalization or the Department of Motor Vehicles, as applicable, to the appropriate metropolitan planning organization. The bill would authorize use of the revenues for certain transportation projects and programs that have been identified in the regional transportation plan, as specified. The bill would require the board of supervisors in a county in the jurisdiction of the metropolitan planning organization where the charge is to be imposed, upon request of the organization, to submit the proposed charge to the voters, and would require the organization to reimburse the associated election costs. In certain counties, the charge would be imposed by a county transportation commission rather than the metropolitan planning organization. <b>Last Amended on 8/25/11</b></p>	
<a href="#">SB 867</a> <a href="#">Padilla D</a>  Build California Bonds.	SENATE TRANS. & HOUSING. 4/27/2011 - Testimony taken. Hearing postponed by committee. (Refers to 4/26/2011 hearing)	<p>Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.</p>	

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**SHAW/YODER/ANTWIH, inc.**  
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

August 23, 2011

TO: Board Members, Solano Transportation Authority  
FROM: Gus Khouri, Legislative Advocate  
Shaw / Yoder / Antwih, Inc.

**RE: STATE LEGISLATIVE UPDATE- JULY & AUGUST**

On June 29, Democrats in both houses of the legislature approved a majority-vote budget after failing to secure Republican support for tax extensions (Vehicle License Fee, 1% State sales tax, and .25% Personal Income Tax surcharge). Governor Brown subsequently signed the package, which relies on an additional \$4 billion of revenues materializing by January 2012, on June 30<sup>th</sup>. If revenues do not materialize, the package contains triggers for additional cuts to mainly education and health and human service programs that would take effect. With a budget deficit as high as \$26.6 billion in January, Democrats made more than \$14 billion in cuts and funding shifts in March. The most recent proposal addresses the remaining \$9.6 billion problem which has been aided by nearly \$8 billion in unanticipated revenue since January.

The good news is that transportation funding is generally unharmed despite the fact that Governor Brown used his budget line-item veto authority to blue-pencil an additional \$270 million, which includes a \$147 million reduction from the Proposition 1A High-Speed rail connectivity funding pot. This funding is designed to allow transit systems to make the necessary safety and operational improvements to the existing system in preparation for linking to the high-speed rail network in the future.

On August 9, State Controller John Chiang released his monthly report covering California's cash balance, receipts and disbursements in July, showing revenues were down \$538.8 million (-10.3 percent) below projections from the recently passed state budget. The legislature is not expected to take action on the budget until the at least the release of the Governor's FY 12-13 state budget.

**Impact on Transportation**

Overall, the latest package does not make any significant changes to funding for transportation or public transit as approved in March. The gas tax swap (AB 105, Chapter 6, Statutes of 2011), which was enacted in March, provides the General Fund with \$903.5 million in relief for FY 10-11 through the use of truck weight fees to pay transportation-related bond debt service in addition to the \$799.6 million in General Fund relief realized prior to the enactment of Proposition 22. Truck weight fees will provide \$777.5 million in General Fund reimbursements for debt service costs in FY 11-12. Funding levels for the State Transportation Improvement Program (STIP), cities and counties for local streets and roads, and the State Highway Operation and Protection Program (SHOPP) are funded at historic levels.

AB 115, the transportation budget trailer bill, defers approximately \$866 million in repayments to the State Highway Account from the General Fund which the California Transportation Commission believes will impact the SHOPP more than the STIP.

### **PTA Revenues Increase**

Funding for the Public Transportation Account (PTA) has increased from the January totals. According to the Department of Finance, the State Transit Assistance (STA) will be funded at \$416 million (an \$87 million increase over January's total) for FY 11-12. The original 4.75% base is up by over \$104 million, while the new sales tax on diesel rate (which will fluctuate) is up \$26 million for a total increase of \$130 million.

### **California Transportation Commission Update**

On August 10, the California Transportation Commission voted to utilize funding from existing Proposition 1B bond proceeds in order to fund Jameson Canyon (\$61 million) and Jepson Parkway (\$3.8 million). In addition, the Department of Finance, in coordination with Caltrans Division of Mass Transportation, re-allocated funds to the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) projects. As a result, the following five projects within Solano County will receive funding:

- City of Fairfield, Bus Stop Improvements, \$119,088
- City of Fairfield, Flex Shuttle, \$60,000
- City of Fairfield, Paratransit Vehicle Purchase, \$68,323
- City of Vallejo, Bus Shelters and Stops, \$400,004
- City of Vallejo, Replace (7) Buses, \$559,402

This funding is in addition to what we hope to receive from a bond sale this November. The Governor is considering a \$1.5 billion bond sale for this Fall to accommodate cash flow needs for 2012. That amount may increase depending on cash flow needs by all sectors.

### **Session Schedule**

The legislature reconvened from their Summer Recess on August 15. They will have until September 9 to complete business prior to adjourning for the year (save for any emergency legislation that may be contemplated during the Fall) until next January.

### **Regional Fee Proposal**

In 2009, the Senate's original version of a "gas tax swap" bill included a set of provisions authorizing regional transportation planning entities to conduct an election, to raise a fee on gasoline (by majority vote), for purposes of implementing SB 375 (Steinberg). At the time, the board debated that specific proposal, and ultimately remained neutral. The proposal was an attempt to devolve responsibility for transit funding to the regional level and essentially abdicate the state's role in provide funding directly to transit operators. In essence, the proposal attempted to supplant rather than supplement funding for public transportation and would have been perilous considering the voter requirement to retain funding.

The final "gas tax swap" package (AB 6 and 9, 8<sup>th</sup> Extraordinary Session) however, did *not* contain the regional fee idea, and although it ultimately eliminated three of the four major tax revenue streams historically flowing to the Public Transportation Account (PTA), it retained and enhanced the sales tax on diesel fuel – which supports a State Transit Assistance (STA) program at historic funding levels.

We were recently notified by the Senate pro Tempore's office about an effort to revisit the regional fee issue before the end of Session in order to provide supplemental funding to both

highway and transit programs. The concept of the bill would authorize a Metropolitan Planning Organization (MPO), subject to receiving majority voter approval from the voters within its jurisdiction, to impose a regional congestion reduction charge on vehicle fuel to fund transportation improvements necessary to reduce vehicular traffic congestion within the MPO's region. The proposed legislation, which has yet to be introduced, would require for projects adopted in the regional transportation plan to be funded and directly provide a benefit to the motorist within the region. Local streets and roads, transit operations, bicycle and pedestrian programs and SHOPP projects would be among the list of eligible expenditures. It would be written to comply with the provisions of Proposition 26 in order to tab the proceeds as a fee rather than a tax. We will keep you posted on the developments of this issue.

**Redistricting**

The County's representation is expected to change as redistricting maps are being finalized by the Redistricting Commission. Below is a list noting which cities are in the districts. Michael Allen's district is further north, George Miller's is further east, Dan Lungren further towards Sacramento. Of special note is the new Assembly District 11 which contains 2 of our biggest cities – currently unrepresented in this scenario.

Congressional Districts

District No.	Incumbent	Cities
3 <sup>rd</sup>	John Garamendi	Dixon, Fairfield, Rio Vista, Suisun, Vacaville
5 <sup>th</sup>	Mike Thompson	Vallejo, Benicia

Assembly Districts

District No.	Incumbent	Cities
4 <sup>th</sup>	Mariko Yamada	Dixon
11 <sup>th</sup>	Vacant	Fairfield, Rio Vista, Suisun, Vacaville
14 <sup>th</sup>	Susan Bonilla	Benicia, Vallejo

Senate Districts

District No.	Incumbent	Cities
3 <sup>rd</sup>	Lois Wolk	All of Solano County

**AKIN GUMP  
STRAUSS HAUER & FELD LLP**

Attorneys at Law

## M E M O R A N D U M

August 25, 2011

To: Solano Transportation Authority  
From: Akin Gump Strauss Hauer & Feld LLP  
Re: July/August Report

During July and August, we monitored progress on fiscal year 2012 appropriations bills, the surface transportation reauthorization bill and the debt ceiling. We also briefed STA on potential grant opportunities.

**The Debt Ceiling**

On August 2, 2011, the President signed into law legislation that would increase the debt ceiling and require a corresponding amount of savings. The law authorized a debt ceiling increase of up to \$2.1 trillion, which reportedly will allow the government to borrow money and pay its debts into at least 2013. The debt ceiling increase would occur in two phases under the law. First, the debt ceiling was increased by \$900 billion immediately and over \$900 billion in spending cuts would be in effect over 10 years. Second, a "SuperCommittee" of six Democrats and six Republicans, appointed by the Majority and Minority Leadership of the House and Senate, would identify about \$1.5 trillion in additional spending cuts by November 23. These cuts would offset the subsequent debt-ceiling increase.

Once the SuperCommittee agrees on spending cuts and/or tax increases Congress must hold an up or down vote by December 23. If Congress does not approve the agreement, automatic across-the-board spending cuts of about \$1.2 trillion will take effect in 2013. The cuts would be shared equally between defense/homeland security and domestic spending. Cuts to Medicare would be capped at 2%, with no reduction in benefits, and Social Security, Medicaid, veteran's benefits, military pay and low-income programs would be exempt from cuts. The bill also provides that the debt limit could be increased by \$1.5 trillion if a constitutional amendment requiring a balanced budget is sent to the states for ratification.

The first organizational meeting of the SuperCommittee is scheduled for September 16. The Committee will be chaired by Sen. Patty Murray (D-WA) and Rep. Jeb Hensarling (R-TX). Sen. Murray serves on the Senate Appropriations Committee and is Democratic Senatorial Campaign Committee Chair. Rep Hensarling is House Republican Conference Chair. Senate appointees include: Finance Committee Chair Max Baucus (D-MT); Finance Committee Member John Kerry (D-MA); Republican Whip Jon Kyl (R-AZ); and Budget Committee Members and Freshmen Senators Pat Toomey (R-PA) and Bob Portman (R-OH). House Committee appointees include: Ways and Means Committee Chair Dave Camp (R-MI); Energy and Commerce Committee Chair Fred Upton (R-MI); Assistant Democratic Leader James Clyburn (D-SC);

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Budget Committee Ranking Member Chris Van Hollen (D-MD); and House Democratic Caucus Vice Chair Xavier Becerra (D-CA).

While the SuperCommittee will attempt to reach agreement to avoid an across the board spending cut, it is far from certain that the members will come to an agreement, or that Congress will approve it. The SuperCommittee is neither required nor precluded from adopting revenue measures or tax reform. Agreement on spending cuts may prove elusive. Four appointees (Baucus, Becerra, Camp and Hensarling) served on the National Commission on Fiscal Responsibility and Reform and did not endorse the final package. Four appointees (Kyl, Baucus, Clyburn and Van Hollen) participated in budget negotiations lead by Vice President Biden that failed to reach a deal on deficit reduction.

House and Senate Committees are expected to submit recommendations to the SuperCommittee for spending cuts or elimination. There has been some suggestion that allocations similar to the appropriations committee process may be issued to these authorizing committees.

The Administration is also expected to submit its own plan in September that will recommend more than \$1.5 trillion in deficit reduction measures. The President has stated that the package will represent a balanced approach that will include revenue increases.

### **Spending Caps and Fiscal Year 2012 Appropriations**

The new fiscal 2012 federal spending limit on discretionary programs is \$1.04 trillion, which is about one-half of 1 percent below the fiscal 2011 enacted spending levels. Spending under the cap includes \$684 billion for Defense, Intelligence and Homeland Security and \$359 billion for domestic programs. Total discretionary spending would essentially be frozen at levels close to the fiscal year 2011 levels in fiscal years 2012 and 2013. Because the new spending cap (2.3 percent) actually exceeds the fiscal 2012 cap under the House Budget Resolution, Appropriations Committee Chair Hal Rogers (R-KY) has stated that he will comply with the spending levels established under the debt ceiling bill and reallocate fiscal year 2012 funding levels for the appropriations bills when Congress returns from the August recess. The Republican Leadership has indicated that there will not be an attempt to further reduce spending or threaten a government shutdown. The Senate has not adopted a fiscal year 2012 budget, so did not make allocations to the appropriations subcommittees.

Congress has enacted only the Military Construction and Veterans Affairs appropriation bill for fiscal year 2012. The House has passed 6 of the 12 Appropriations bills, while the Senate Appropriations Committee has not considered the 11 remaining bills. Neither Committee has marked up the Transportation Housing and Urban Development (THUD) bill. Because of the limited time before the September 30 end of the fiscal year, it appears likely that Congress will adopt a continuing resolution to fund the federal government until fiscal year 2012 spending is finalized.

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## **Surface Transportation Reauthorization**

The current extension to the surface transportation law expires on September 30. Senate Majority Leader Harry Reid (D-NV) has indicated that reauthorization will be a priority when Congress returns from the August recess as part of a series of bills aimed at job creation.

### Temporary Reauthorization

Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) has announced that she will mark up a clean 4-month extension of current surface transportation law in Committee on September 8. Sen. Boxer's plan is to bring the bill to the Senate floor the week of September 12. The extension would give the House and Senate additional time to consider a multi-year reauthorization. Committee Ranking Member James Inhofe (R-OK) supports the extension. The House may oppose the length of the extension, but will need to agree to an extension of some time since it is not possible for Congress to pass a bill before September 30<sup>th</sup>.

Some have expressed concern that members of the Tea Party and other conservatives might oppose even a temporary extension of the law in favor of allowing the gas tax to expire. This concern stems from the fact that Congress allowed the Federal Aviation law to expire resulting in a lapse in the collection of airline ticket taxes, which had a \$25 to \$30 million a day impact over a two-week period.

House Transportation and Infrastructure Chair John Mica (R-FL) has signaled that he would not support a lapse in the highway tax after the fallout over the FAA bill, and the threat of the greater impact that suspension of the fuel tax would have on state highway and transit projects and job losses.

### Senate Reauthorization Proposal

The Senate Environment and Public Works Committee has said it will consider a two-year reauthorization bill that would provide \$108 billion for transportation programs in September.

Chair Boxer released an outline of the bill on July 19. She has the support of Ranking Member James Inhofe (R-OK), Transportation and Infrastructure Subcommittee Chair Max Baucus (D-MT), who also serves as chair of the Senate Finance Committee, and Subcommittee Ranking Member David Vitter (R-LA). The bill would fund transportation programs at current levels, adjusted for inflation, but is \$12 billion above the revenue currently available through the highway trust fund. Because there is insufficient support to increase the gasoline tax and the deficit reduction measure makes future transfers from the general treasury unlikely, Senate Finance Committee Chair Max Baucus is attempting to identify an alternative funding source. Any revenue sources identified must be acceptable to Senate Republicans to retain their support for the bill.

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The outline Sen. Boxer released Committee indicates that the bill will consolidate highway programs into 5 core areas: The National Highway Performance Program; The Transportation Mobility Program, which will include a sub-allocation to metropolitan areas based on population; a new National Freight Program; Congestion Mitigation and Air Quality Improvement Program and a Highway Safety Improvement Program.

Like the House bill, the Senate bill will increase funding for the Transportation Infrastructure and Innovation Act (TIFIA) program, which provides loans, loan guarantees and lines of credit to projects of regional and national significance from \$122 million to \$1 billion per year. The bill will also increase the maximum financing under TIFIA from 33 percent of the project cost to 49 percent; allow loans to be used to support a program of projects; and allow upfront commitments of future TIFIA program dollars through the use of master credit agreements.

The outline indicates that the bill will include provisions that will accelerate project delivery and reduce costs through environmental streamlining. Examples included allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to speed the review process; and providing incentives for accelerating project delivery decision within specific deadlines.

#### House Reauthorization Proposal

Chairman Mica is proposing a 6 year \$230 billion transportation bill, which can be funded with projected revenues in the Highway Trust Fund. The funding proposed is 35 percent lower than current levels.

According to Chairman Mica's outline, most of the funding in the bill will be distributed through formula programs to the States. Highlights of the outline include increasing the authority of states over their funding allocations, consolidating federal programs and adopting performance measures for federal grants, delegating and streamlining regulatory review to speed project delivery, and increasing reliance on existing finance programs. The bill will authorize \$6 billion over 6 years for the TIFIA program. The bill also will provide greater flexibility for states to toll federal aid highway roads and new lanes of the interstate; however, states will not be able to toll portions of the interstate that already have been built. The Chairman stated that the bill will not include a federal infrastructure bank. Instead the bill will increase the amount of highway funding that States may use to fund state infrastructure banks from 10 percent to 15 percent of their annual apportionment. The outline states that the bill will make the Railroad Rehabilitation and Improvement Financing (RRIF) program more attractive by streamlining the application process and providing more flexibility in loan terms.

Industry groups have objected to the funding cuts in the bill although they support the permitting reforms. The U.S. Chamber of Commerce, the American Association of State Highway and Transportation Officials, the Associated General Contractors of America, the American Highway

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Users Alliance, and the American Trucking Association have called for increased funding levels. Chairman Mica emphasized that the funding is in compliance with the House Rules and that the Committee could not provide any additional funding.

### **Legislation Introduced**

Members continued to introduce bills that may be considered during the debate on the surface transportation reauthorization bill.

Sen. Ron Wyden (D-OR) introduced legislation (The Transportation and Regional Infrastructure Project "TRIP" Bonds Act, S. 1436) that would authorize a \$50 billion tax credit bond over 6 years to support transportation infrastructure. The program would provide \$1 billion to each state infrastructure bank, which the banks would use to finance projects. States would be permitted to combine their resources to fund larger-scale and multi-state projects. States that do not have infrastructure banks could receive TRIP bond funding to create a bank.

Sen. Tom Coburn (R-OK) introduced The State Transportation Flexibility Act (S. 1446) to allow states to opt out of the federal highway and transit programs. Governors must agree to maintain the Interstate System in accordance with the current Interstate System program, as well as agree to other conditions. The bill was cosponsored by 13 Republican Senators. Similar legislation was introduced in the House in April by Rep. James Langford (R-OK). H.R. 1585 has 23 cosponsors.

Rep. Stephen Cohen (D-TN), a member of the House Transportation and Infrastructure Committee, introduced The Enhancing Livability for All Americans Act (H.R. 2609) which would authorize the Office of Livability within the Department of Transportation. This office would manage a grant system that will provide grants to communities for creating strategic growth plans and for project implementation.

Rep. Gary Miller (R-CA) introduced legislation to speed transportation projects delivery. The Breaking Down Barriers Act (H.R. 2766) would: delegate the responsibility of environmental review to states; allow local agencies to move forward with construction activities prior to receiving grant funds; establish deadlines for project approvals; and create efficiencies in the environmental review process.

### **TIGER Grants**

On August 12, DOT issued a Final Notice of Funding Availability for about \$527 million in TIGER III grants for states, cities, counties, transit agencies, Metropolitan Planning Organizations, port authorities, and multijurisdictional groups for road, bridge, transit, passenger and freight rail and port infrastructure projects. Grants will range from \$10 to \$200 million, except in rural areas where grants can be as low as \$1 million.

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The process for awarding grants will resemble the process used to evaluate TIGER II applications with a couple of changes. No funds will be awarded solely for planning and design, although planning and design costs may be included as part of a construction project. DOT is also limiting the number of applications from a single lead applicant to three, although there is no limit on the number of applications for which an applicant can be listed as a partnering agency.

DOT will use the same criteria to evaluate TIGER III projects as in TIGER II: Long-term outcomes (State of Good Repair; Economic Competitiveness; Livability; Environmental Sustainability; and Safety) Job Creation and Near Term Economic Activity. DOT officials have stated that they want to encourage projects that are intermodal or expedite freight movement. They have indicated that the projects that stood out for previous awards were those that could not compete for regular formula funds and broke down traditional funding silos.

Applicants must submit a pre-application providing baseline information by October 3. DOT will review the pre-applications and contact applicants to explain whether or not the project will move on for future consideration. Final applications are due by October 31. Awards are expected to be announced early in 2013.

DOT may use up to \$150 million of the funding for TIFIA loans. Applicants requesting TIFIA loans must submit application in accordance with all the criteria and guidance specified by the notice. Additionally, the applicant must submit a letter of interest and a TIGER TIFIA payment application. Applicants applying for TIFIA loans were requested to provide a brief description of a project finance plan that includes TIFIA credit assistance and identifies a source of revenue which may be available to support the TIFIA credit assistance. If selected for a TIFIA loan, the applicant must comply with TIFIA's standard application and approval requirements and submit a \$50,000 application fee. DOT may offer TIFIA loans to applicants that apply for TIGER discretionary grants, even if DOT does not choose to fund the request grant and the applicant did not specifically request TIFIA funding.

### **Pedestrian and Bicycle Improvements**

On August 19, 2011, the Federal Transit Administration published a guidance concerning federal funding eligibility for pedestrian and bicycle improvements near public transportation facilities. The guidance stated that to further the goal of livability, projects within the one-half mile pedestrian "catchment area" or the three mile bicycle "catchment area" have a de facto physical and functional relationship to the transit facility, and therefore, are eligible for federal funding. The notice indicated that pedestrian and bicycle improvements beyond the one-half-mile and three-mile distances may be eligible for FTA funding if it can be demonstrated that the improvement is within the distance that people will travel by foot or by bicycle to use a particular stop or station. The notice was published at <http://www.gpo.gov/fdsys/pkg/FR-2011-08-19/pdf/2011-21273.pdf>.

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DATE: September 2, 2011  
 TO: STA Board  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities Summary

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**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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**Attachment A**

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/msprog/aqip/cvrp.htm">http://www.arb.ca.gov/msprog/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approximately <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report.



DATE: September 6, 2011  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for the Remainder of  
Calendar Year 2011

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for the remainder of Calendar Year 2011.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Remainder of Calendar Year 2011



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2011**  
(Last Updated: February 2011)

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursdays of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., September 14	4:00 p.m.	Transit Committee	Suisun City Hall	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 <sup>th</sup> Annual Awards	Fairfield Community Center	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative