



Solano Transportation Authority

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Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

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

**MEETING NOTICE**

**Wednesday, January 14, 2009**

**STA Board Meeting  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

**6:00 p.m. Regular Meeting**

**MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY  
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Times set forth on agenda is an estimate. Items may be heard before or after the times designated.*

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)</b>	Chair Spering
<b>II. PLEDGE OF ALLEGIANCE</b>	
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT (6:00– 6:05 p.m.)</b>	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov't Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act 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 Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**STA BOARD MEMBERS**

Jim Spering Chair County of Solano	Pete Sanchez Vice-Chair City of Suisun City	Elizabeth Patterson City of Benicia	Jack Batchelor, Jr. City of Dixon	Harry Price City of Fairfield	Jan Vick City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo
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**STA BOARD ALTERNATES**

Mike Reagan	Mike Segala	Alan Schwartzman	Vacant	Chuck Timm	Vacant	Vacant	Tom Bartee
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**The complete STA Board Meeting Packet is available on  
STA's Website at [www.solanolinks.com](http://www.solanolinks.com)**

V. **SWEARING IN OF NEW STA BOARD ALTERNATE MEMBERS** Johanna Masiclat  
1. **City of Dixon - Pending**  
2. **City of Rio Vista – Ron Jones**  
3. **City of Vacaville – Curtis Hunt**  
(6:05 – 6:10 p.m.)

VI. **EXECUTIVE DIRECTOR’S REPORT** Daryl Halls  
(6:10 – 6:15 p.m.)  
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VII. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**  
(6:15 – 6:35 p.m.)

A. **Caltrans Report:** Doanh Nguyen, Caltrans  
B. **MTC Report:** Commissioner Spering  
C. **STA Reports:**  
1. **State Legislative Update** Shaw/Yoder, Inc.  
2. **STA Highlights of 2008** Daryl Halls  
3. **Marketing and Public Input Plan for 2009** Jayne Bauer  
4. **STA Status Reports:**  
A. **Projects** Janet Adams  
B. **Planning** Robert Guerrero  
C. **Transit and Rideshare** Elizabeth Richards

VIII. **CONSENT CALENDAR**

*Recommendation:*

*Approve the following consent items in one motion.*

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

(6:35 – 6:40 p.m.)

A. **STA Board Meeting Minutes of December 10, 2008** Johanna Masiclat  
*Recommendation:*  
*Approve STA Board Meeting Minutes of December 10, 2008.*  
Pg. 5

B. **Review TAC Draft Minutes for the Meeting of December 17, 2008** Johanna Masiclat  
*Recommendation:*  
*Receive and file.*  
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- C. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2009** Daryl Halls  
*Recommendation:*  
*Approve the following:*
- 1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 for the Annual Investment Year 2009; and*
  - 2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2010.*
- Pg. 17**
- D. Fiscal Year (FY) 2008-09 First Quarter Budget Report** Susan Furtado  
*Recommendation:*  
*Review and file.*  
**Pg. 23**
- E. New Copier Lease** Susan Furtado  
*Recommendation:*  
*Authorize the Executive Director to sign a three-year copier lease with Ricoh Business Solutions for an amount not to exceed \$28,000 annually.*  
**Pg. 27**
- F. East Fairfield and Vacaville Community Based Transportation Plans (CBTP) Request for Proposals (RFP)** Liz Niedziela  
*Recommendation:*  
*Approve the following:*
- 1. Authorize the Executive Director to release a RFP for consultant services to complete CBTP's for East Fairfield and Vacaville; and.*
  - 2. Authorize the Executive Director to enter into an agreement to complete the Fairfield and Vacaville Community Based Transportation Plans for an amount not to exceed \$120,000.*
- Pg. 29**
- G. DKS Associates Contract Amendment for Transit Consolidation Study** Elizabeth Richards  
*Recommendation:*  
*Authorize the Executive Director to amend the consultant contract with DKS Associates with a contract term extension until June 30, 2009 for the purpose of completing Phase II of the Transit Consolidation Study.*  
**Pg. 31**

- H. **DKS Contract for Revisions to the Solano-Napa Traffic Model** Robert Macaulay  
Recommendation:  
*Authorize the Executive Director to enter into a contract with the DKS Associates for revisions to the Napa-Solano Travel Demand Model in the amount of \$24,960.*  
**Pg. 33**
  
- I. **Regional Transportation Impact Fee (RTIF) Feasibility Study and Nexus Study Update** Janet Adams  
Recommendation:  
*Approve the STA's Regional Transportation Impact Fee Feasibility Study and Executive Summary.*  
**Pg. 39**
  
- J. **North Connector Project Implementation** Janet Adams  
Recommendation:  
*Approve the attached Resolution 2009-01 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$18.2 million for construction of the East End - North Connector Project.*  
**Pg. 43**
  
- K. **STA Board Meeting Schedule for 2009** Johanna Masiclat  
Recommendation:  
*Adopt the STA Board Meeting Schedule for 2009.*  
**Pg. 63**

**IX. ACTION NON-FINANCIAL ITEMS**

- A. **Regional Measure 2 (RM 2) Implementation Plan** Janet Adams  
Recommendation:  
*Direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.*  
(6:40 – 6:45 p.m.)  
**Pg. 65**
  
- B. **Federal Economic Stimulus Submittal for Transportation in Solano County** Janet Adams  
Recommendation:  
*Adopt the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment A.*  
(6:45 – 6:50 p.m.)  
**Pg. 69**

- C. Solano Routes of Regional Significance** Robert Guerrero  
Recommendation:  
*Approve the revised Solano Routes of Regional Significance as shown in Attachments C and D.*  
 (6:50 – 6:55 p.m.)  
**Pg. 77**
- D. STA’s 2009 Final Legislative Priorities and Platform and Legislative Update** Jayne Bauer  
Recommendation:  
*Approve the following:*  
 1. *STA’s Final 2009 Legislative Priorities and Platform;*  
*and*  
 2. *STA Federal New Authorization Policies.*  
 (6:55 – 7:05 p.m.)  
**Pg. 101**
- E. Appointment of STA Representative and Alternate to the Capitol Corridor Joint Powers Board (CCJPB)** Daryl Halls  
Recommendation:  
*Appoint a representative to the Capitol Corridor Joint Powers Board effective immediately and, if necessary, appoint an alternate member.*  
 (7:05 – 7:10 p.m.)  
**Pg. 129**
- X. INFORMATIONAL ITEMS – NO DISCUSSION**
- A. STA’s Marketing and Public Input Plan for 2009** Jayne Bauer  
Informational  
**Pg. 131**
- B. Climate Change Status** Robert Macaulay  
Informational  
**Pg. 137**
- C. Solano Modeling TAC Appointments** Robert Macaulay  
Informational  
**Pg. 139**
- D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10** Liz Niedziela  
Informational  
**Pg. 141**
- E. Project Delivery Update** Sam Shelton  
Informational  
**Pg. 147**

- F. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update** Sara Woo  
Informational  
**Pg. 151**
- G. Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 157**

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, February 11, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

## MEMORANDUM

DATE: January 7, 2009  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – January 2009

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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.

### **State Continues to Grapple with Budget Deficit as Bond Funded Projects Candidates for Delay \***

The Governor and the State Legislature continue to stalemate over how to address a currently estimated \$11.2 billion deficit this fiscal year and a projected \$13 billion deficit in Fiscal Year (FY) 2009-10. With a solution not yet in sight, the State of California has begun notifying Caltrans and project sponsors of potential delays for transportation projects currently under construction or nearing construction. Of particular concern for Solano County in the short-term are the I-80 High Occupancy Vehicle Lanes project, the series of I-80 repaving projects, and the Cordelia Truck Scales relocation project. Staff is continuing to work with Caltrans to monitor the progress of these and other state funded projects. STA's state lobbyist, Josh Shaw and Gus Khouri, are scheduled to provide an update at the Board meeting. STA has scheduled its annual trip to Sacramento for March 18, 2009.

### **Solano County Submits a List of Potential Projects as Candidates for Proposed Federal Economic Stimulus Funds \***

At the Federal level, both President Barack Obama and the US Congress and Senate have proposed the introduction of federal economic stimulus packages that would include a significant investment in transportation infrastructure. Working with Caltrans, the seven cities and the County, STA has compiled a comprehensive list of potential projects for consideration as candidates for the proposed Federal economic stimulus funds. Yet to be worked out is the amount of stimulus funds to be provided to transportation and the process and priorities for the allocation of these funds. California's recent discussions have included an allocation process of 1/3 for the state highway system, 1/3 to regions through the federal Surface Transportation Program (FSTP) formula and 1/3 directly to local governments. Additional discussions have focused on perhaps a two or three tiered approach for allocation with funds allocated to projects ready to go in 3 to 6 months, 1 year and 2 years. The STA is scheduled to travel to Washington, D.C., the first week of February to discuss Solano County's priorities.

### **STA Gears Up 2009 Legislative Year with Adoption of Platform and Priorities \***

In preparation for the February 2009 trip to Washington, D.C., and a March 2009 trip to Sacramento, the Board is scheduled to review and adopt its Legislative Platform and Priorities for 2009. This includes policies for state legislation, priorities for federal economic stimulus and annual appropriations, and policies pursuant to recommendations provided by the National Surface Transportation Policy and Revenue Study pertaining to the new transportation authorization bill.

**New STA Board Alternates Named \***

The cities of Rio Vista and Vacaville have both named new representatives to serve as Board alternates beginning this month. Ron Jones returns to the STA as the Board alternate for the City of Rio Vista. He previously served as a Board alternate and has been active in support of the State Route (SR) 12 safety improvements and as a member of the Highway 12 Association. He fills the vacancy left by Jan Vick when she was elected to serve as Rio Vista's new Mayor and assumed the role of STA's representative to the STA Board, replacing Eddie Woodruff. Curtis Hunt is the City of Vacaville's new appointed alternate. He fills the vacancy left with the departure of Steve Wilkins from the Vacaville City Council. On January 13th, the Mayor of the City of Dixon is scheduled to appoint their new STA Board alternate to fill the vacancy created when Jack Batchelor was elected as Dixon's new Mayor and he assumed the role of STA representative for the City of Dixon.

**Solano Routes of Regional Significance \***

Contained with this agenda is the recommended update to the Solano Routes of Regional Significance. This list of critical local roadways provides an important local network connecting Solano County's seven cities. The criteria for inclusion in the Solano Routes of Regional Significance includes providing access to current or future transit centers, major employment centers, connections to freeways and highways, and improved emergency response options. These criteria are consistent with previous STA Board direction to focus future transportation improvements on improving local travel safety and mobility, improve access to transit, and improve the economic vitality of Solano County.

**Development of Implementation Plan for Regional Measure 2 Funded Transit Capital Projects \***

The past two meetings, project sponsors have provided the STA Board with project descriptions, updated schedules and funding plans for a series of transit centers that have been the recipient of Regional Measure 2 bridge toll funds. With nearly \$100 million in transit capital funds already dedicated to Solano County transit facilities, Solano County has an outstanding opportunity to move forward these projects to construction in the next one to five years. As these projects are completed, they will help boost Solano County's local economy, provide the necessary infrastructure to support Solano County's current and future transit system, provide an opportunity for focused land use and transportation investment adjacent to these transit centers, and serve as a cornerstone for Solano County's future Climate Change Strategy to be developed jointly by the STA, the County of Solano, and the seven cities through the City County Coordinating Council process.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated October 2008)

<b>A</b>			
ABAG	Association of Bay Area Governments	PMP	Pavement Management Program
ACCMA	Alameda County CMA	PMS	Pavement Management System
ADA	American Disabilities Act	PNR	Park & Ride
AVA	Abandoned Vehicle Abatement	PPM	Planning, Programming & Monitoring
APDE	Advanced Project Development Element (STIP)	PS&E	Plans, Specifications & Estimate
AQMD	Air Quality Management District	PSR	Project Study Report
<b>B</b>		PTA	Public Transportation Account
BAAQMD	Bay Area Air Quality Management District	PTAC	Partnership Technical Advisory Committee (MTC)
BABC	Bay Area Bicycle Coalition	<b>R</b>	
BAC	Bicycle Advisory committee	RABA	Revenue Alignment Budget Authority
BART	Bay Area Rapid Transit	RBWG	Regional Bicycle Working Group
BATA	Bay Area Toll Authority	RFP	Request for Proposal
BCDC	Bay Conservation & Development Commission	RFQ	Request for Qualification
BT&H	Business, Transportation & Housing Agency	RM 2	Regional Measure 2
<b>C</b>		RPC	Regional Pedestrian Committee
CAF	Clean Air Funds	RRP	Regional Rideshare Program
CALTRANS	California Department of Transportation	RTEP	Regional Transit Expansion Policy
CARB	California Air Resources Board	RTIF	Regional Transportation Impact Fee
CCCC (4'Cs)	City County Coordinating Council	RTP	Regional Transportation Plan
CCCTA (3CTA)	Central Contra Costa Transit Authority	RTIP	Regional Transportation Improvement Program
CCJPA	Capitol Corridor Joint Powers Authority	RTPA	Regional Transportation Planning Agency
CCTA	Contra Costa Transportation Authority	<b>S</b>	
CEQA	California Environmental Quality Act	SACOG	Sacramento Area Council of Governments
CHP	California Highway Patrol	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
CIP	Capital Improvement Program	SCTA	Sonoma County Transportation Authority
CMA	Congestion Management Agency	SCVTA	Santa Clara Valley Transportation Authority
CMAQ	Congestion Mitigation & Air Quality Program	SFCTA	San Francisco County Transportation Authority
CNG	Compressed Natural Gas	SHOPP	State Highway Operations & Protection Program
CTC	California Transportation Commission	SMAQMD	Sacramento Metropolitan Air Quality Management District
<b>D</b>		SMCCAG	San Mateo City-County Association of Governments
DBE	Disadvantaged Business Enterprise	SNCI	Solano Napa Commuter Information
DOT	Department of Transportation	SOV	Single Occupant Vehicle
<b>E</b>		SP&R	State Planning & Research
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	SR2S	Safe Routes to School
EIR	Environmental Impact Report	SR2T	Safe Routes to Transit
EIS	Environmental Impact Statement	STA	Solano Transportation Authority
EPA	Environmental Protection Agency	STAF	State Transit Assistance Fund
EV	Electric Vehicle	STIA	Solano Transportation Improvement Authority
<b>G</b>		STIP	State Transportation Improvement Program
GIS	Geographic Information System	STP	Surface Transportation Program
<b>H</b>		<b>T</b>	
HIP	Housing Incentive Program	TAC	Technical Advisory Committee
HOT	High Occupancy Toll	TAM	Transportation Authority of Marin
HOV	High Occupancy Vehicle	TAZ	Transportation Analysis Zone
<b>I</b>		TCI	Transportation Capital Improvement
ISTEA	Intermodal Surface Transportation Efficiency Act	TCM	Transportation Control Measure
ITIP	Interregional Transportation Improvement Program	TCRP	Transportation Congestion Relief Program
ITS	Intelligent Transportation System	TDA	Transportation Development Act
<b>J</b>		TDM	Transportation Demand Management
JARC	Jobs Access Reverse Commute Program	TE	Transportation Enhancement Program
JPA	Joint Powers Agreement	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
<b>L</b>		TFCA	Transportation Funds for Clean Air Program
LEV	Low Emission Vehicle	TIF	Transportation Investment Fund
LIFT	Low Income Flexible Transportation Program	TIP	Transportation Improvement Program
LOS	Level of Service	TLC	Transportation for Livable Communities
LS&R	Local Streets & Roads	TMA	Transportation Management Association
<b>M</b>		TMP	Transportation Management Plan
MIS	Major Investment Study	TOS	Traffic Operation System
MOU	Memorandum of Understanding	TRAC	Trails Advisory Committee
MPO	Metropolitan Planning Organization	TSM	Transportation System Management
MTC	Metropolitan Transportation Commission	<b>U, V, W, Y, &amp; Z</b>	
MTS	Metropolitan Transportation System	UZA	Urbanized Area
<b>N</b>		VTA	Valley Transportation Authority (Santa Clara)
NCT&PA	Napa County Transportation & Planning Agency	W2W	Welfare to Work
NEPA	National Environmental Policy Act	WCCTAC	West Costa County Transportation Advisory Committee
NHS	National Highway System	<b>W, Y, &amp; Z</b>	
<b>O</b>		WETA	Water Emergency Transportation Authority
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
<b>P</b>		ZEV	Zero Emission Vehicle
PAC	Pedestrian Advisory Committee		
PCC	Paratransit Coordinating Council		
PCRP	Planning & Congestion Relief Program		
PDS	Project Development Support		
PDT	Project Delivery Team		
PDWG	Project Delivery Working Group		

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*Solano Transportation Authority*

**SOLANO TRANSPORTATION AUTHORITY  
Board Minutes for Meeting of  
December 10, 2008**

**I. CALL TO ORDER**

Chair Spring called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Jim Spring, Chair	County of Solano
Pete Sanchez, Vice-Chair	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

**MEMBERS**

**ABSENT:**

None.

**STAFF**

**PRESENT:**

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Deputy Executive Director/Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Services
Susan Furtado	Financial Analyst/Accountant
Liz Niedziela	Transit Manager/Analyst
Judy Leaks	SNCI Program Manager
Robert Guerrero	Senior Planner
Sara Woo	Assistant Planner
Kenny Wan	Assistant Project Manager

**ALSO**

**PRESENT:**

***In Alphabetical Order by Last Name:***

Gene Cortright	City of Fairfield
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Susan Lent	Akin Gump

Rod Moresco  
Doanh Nguyen  
Dan Schiada  
Alan Schwartzman  
Paul Wiese

City of Vacaville  
Caltrans District 4  
City of Benicia  
City of Benicia, Board Alternate  
County of Solano

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the agenda.

Chair Spring thanked Board Alternate Schwartzman for attending the meeting.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. SWEARING IN OF NEW STA BOARD MEMBERS**

Mayor Jack Batchelor, Jr. was sworn in as STA's new Board Member representing the City of Dixon.

Mayor Jan Vick was sworn in as STA's new Board Member representing the City of Rio Vista.

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- SR 12 West Truck Climbing Lane Project Opens to Traffic
- MTC Awards \$9 Million in RM 2 Funds to Fairfield/Vacaville Rail Station
- STA begins Preparing for Next Year's Legislative Season
- Solano County's Transit Service Fares Daunting Fiscal Challenges
- Initiation of Nexus Study for Regional Transportation Impact Fee (RTIF)
- Presentations Focused RM 2 Funded Transit Capital Projects
- STA Board to Recognize Solano Businesses and Employees for Meeting the 2<sup>nd</sup> Solano Commute Challenge

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

**A. Caltrans Report:**

Doanh Nguyen, Project Manager, Caltrans District 4 reported on the construction progress of the I-80 Pavement Rehabilitation, I-80 HOV Lanes Project, Jameson Canyon SR 12 Truck Climbing Lane Project, and announced the bid opening for the SR 12 East Safety Project.

**B. MTC Report:**

Chair Spring commented that MTC announced on December 3, 2008 the awarding of \$9 million in RM 2 bridge toll funds to the Fairfield/Vacaville Rail Station. He stated that this additional funding is projected to fully fund phase 1 of the project which has been approved by the Capitol Corridor Joint Powers Board for new intercity rail service once the phase 1 project is completed.

**C. STA Report:**

1. Federal Legislative Report by Akin Gump's Susan Lent
2. Selection of Winners for Solano Commute Challenge by Board Members
3. Regional Measure 2 (RM 2) Presentations by Rod Moresco, City of Vacaville, Dan Schiada, City of Benicia, Wayne Lewis, City of Fairfield, and Gary Leach, City of Vallejo.

**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 thru I with the exception of Item F, Regional Measure 2 (RM 2) Benicia Intermodal Facilities Resolution of Support. Board Member Patterson, City of Benicia, declared she had a conflict on this item therefore did not vote on Item F.

**A. STA Board Meeting Minutes of October 8, 2008**

Recommendation:

Approve STA Board Meeting Minutes of October 8, 2008.

**B. Review TAC Draft Minutes for the Meeting of November 19, 2008**

Recommendation:

Receive and file.

**C. STA's Annual Audit Fiscal Year (FY) 2007-08**

Recommendation:

Accept the FY 2007-08 Annual Audit for STA.

**D. Fiscal Year (FY) 2007-08 4<sup>th</sup> Quarter Budget Report**

Recommendation:

Review and file.

**E. STA Employee 2009 Benefit Summary Update**

Recommendation:

Review and file.

**F. Regional Measure 2 (RM 2) Benicia Intermodal Facilities Resolution of Support**

Recommendation:

Approve Resolution No. 2008-09 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facilities.

**G. North Connector Contract Amendment – BKF Engineers**

Recommendation:

Approve a contract amendment for BKF Engineers to perform right of way engineering and construction design support services for an amount not-to-exceed \$220,000.

**H. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Article 3 Bike Projects**

**Recommendation:**

Approve the attached FY 2008-09 TDA Article 3 Resolution No. 2008-10.

**I. Paratransit Coordinating Council (PCC) Appointment**

**Recommendation:**

Appoint Jamie Johnson as a Social Service representative to the PCC for a 3-year term.

**IX. ACTION – FINANCIAL ITEMS**

**A. Environmental Mitigation for the North Connector Project**

Janet Adams reviewed the mitigation plan for the North Connector Project. She stated that the STA has developed an implementation plan, in conjunction with the Solano Community College, to construct the 1 acre riparian/Valley Longhorn Elderberry (VELB) mitigation site. She cited that the cost to develop and implement this mitigation is estimated at \$250,000. She recommended that the STA enter into an agreement to purchase 13 VELB mitigation credits at the off-site French Camp Conservation Bank for an amount not-to-exceed \$60,000.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

**Recommendation:**

Authorize the Executive Director to:

1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other adjacent I-80 projects on Solano Community College property, with constructing a commensurate amount of additional parking or pathway improvements on Solano Community College property; and
2. Enter into an agreement to purchase 13 VELB mitigation credits at the off-site French Camp Conservation Bank for an amount not-to-exceed \$60,000.

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board approved the recommendation.

**B. Funding Agreements for the McGary Road/Solano Bikeway Phase 2 Project**

Janet Adams reviewed the funding agreements for the McGary Road/Solano Bikeway Phase 2 Projects that would commit up to 3 years of TDA Article 3 funding trail improvements associated with the SLT/County project.

**Public Comment:**

None presented.

**Board Comment:**

None presented.

Recommendation:

Approve the following:

1. Authorize the Executive Director to work with Solano County, the City of Fairfield, and the Solano Land Trust to develop funding agreements for the delivery of the McGary Road/Solano Bikeway Phase 2 Project; and
2. ***Commit up to 3 years of TDA Article 3 funding for trail improvements associated with the SLT/County project.***

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board approved the recommendation as amended shown above in ***bold italics***.

**C. Lifeline State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects**

Liz Niedziela provided a status report on the list of recommended STAF and Prop 1B Lifeline Projects for 2009-2100. She stated the recommendation from the Lifeline Committee will be submitted to MTC pending approval by the STA Board.

**Public Comment:**

None presented.

**Board Comment:**

None presented.

Recommendation:

Approve the following:

1. The 2008 Solano Lifeline Prop 1B and STAF Project Funding Plan as specified in Attachment A;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC;
3. Authorize the Executive Director in enter into agreements with Lifeline Project Sponsors by February 2009; and
4. Authorize STA staff to work with the three project sponsors for bus shelters and develop a coordinated approach for design and signing and report back to the STA Board.

On a motion by Board Member Price, and a second by Board Member Davis, the STA Board approved the recommendation.

**IX. ACTION – NON-FINANCIAL ITEMS**

**A. Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance, State of the Transit System Report and Transit Element Introduction Chapter**

Robert Macaulay reviewed the two (2) reports to be included in the Transit Element of the CTP; The State of the System (Transit and Rideshare) Report and The Introduction Chapter to the Transit Element. He stated at the October 29, 2008 meeting of the CTP Transit Committee and the November 19, 2008 meetings of the Technical Advisory Committee (TAC) and SolanoExpress Intercity Transit Consortium, the committees recommended that the STA Board adopt both reports with minor changes that have been incorporated into the documents.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following documents for inclusion in the 2008 CTP:

1. The Transit Facilities of Regional Significance criteria, project list and map included as Attachments A and B; and
2. The “State of the System – Transit and Rideshare” Report included as Attachment C; and
3. The Introduction Chapter to the Transit Element of the Solano CTP included as Attachment D.

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the recommendation.

**B. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work**

Janet Adams stated that several meetings have occurred in the past couple of months with the RTIF Working and Policy Committees. She also cited that at an earlier meeting, the RTIF Policy Committee approved STA staff’s recommendation to include the committee’s requested amendments pertaining to affordable housing, infill development and transit credits.

**Public Comments:**

None presented.

**Board Comments:**

After discussion, the STA Board amended the recommendation to include all input to the Scope of Work from the RTIF Policy Committee at future working meetings.

Recommendation:

Approve the following:

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

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the recommendation to include all input to the Scope of Work from the RTIF Policy Committee at future working meetings.

**C. STA’s Draft 2009 Legislative Priorities and Platform**

Robert Macaulay reviewed the Draft 2009 Legislative Priorities and Platform. He stated that adoption of the Final Draft 2009 STA Legislative Priorities and Platform will be considered at the January 14, 2009 STA Board meeting. He added that key additions to the Draft 2009 Platform include an update of federal funding priorities and a renamed section, “Climate Change/Air Quality” to focus on climate change issues.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Batchelor inquired about how to include Dixon's Rail Station and how to include Dixon into the mix. Daryl Halls commented that the current federal priority is the Fairfield/Vacaville Station which is closer to construction.

Several Board Members engaged in a discussion regarding Legislative Platform VII. Funding. Board Member Patterson suggested to add a policy calling for the protection of and restoration of operations and maintenance funding for transit.

Chair Sperring and Board Member Augustine suggested the federal effort be on a new authorization and a change in how business is done, not a simple reauthorization that does not change the paradigm.

Board Member Patterson stated she is concerned about the SB 375 policy. Daryl Halls suggested that staff will review the item and bring back with more background.

Recommendation:

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

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the recommendation to include the noted changes.

**X. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Regional Measure 2 (RM 2) Projects Update**
- B. Regional Transportation Plan (RTP) T2035 Update**
- C. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10**
- D. State Route (SR) 12 Status Update**
- E. Project Delivery Update**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Schedule for 2009**

**XI. BOARD MEMBER COMMENTS**

Board Members Batchelor and Vick expressed their enthusiasm as new members and they look forward to learning more about transportation as well as serving on the STA Board.

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:50 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, January 14, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

**Attested by:**

  
\_\_\_\_\_  
**Johanna Masclat**  
**Clerk of the Board**

\_\_\_\_\_  
**Date** 1/8/09



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**December 17, 2008**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

**TAC Members Present:** Dan Schiada City of Benicia  
Royce Cunningham City of Dixon  
Wayne Lewis City of Fairfield  
Dan Kasperson City of Suisun City  
Rod Moresco City of Vacaville  
*Arrived at 1:45 p.m.* Gary Leach City of Vallejo  
Paul Wiese County of Solano

**STA Staff Present:** Daryl Halls STA  
Janet Adams STA  
Robert Macaulay STA  
Elizabeth Richards STA  
Jayne Bauer STA  
Liz Niedziela STA  
Robert Guerrero STA  
Sam Shelton STA  
Kenny Wan STA  
Sara Woo STA  
Johanna Masiclat STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
Ngozi Ezekwo Caltrans District 4  
Ed Huestis City of Vacaville  
Jeff Knowles City of Vacaville  
Alysa Majer City of Suisun City  
Matt Tuggle County of Solano

**II. APPROVAL OF THE AGENDA**

On a motion by Rod Moresco, and a second by Royce Cunningham, 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:** Staff reported on the following:

- Status of the Solano County Routes of Regional Significance by Robert Guerrero
- Federal Economic Stimulus Funding Request by Sam Shelton; and
- State Budget by Janet Adams

### V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Item A.

#### A. **Minutes of the TAC Meeting of November 19, 2008**

Recommendation:

Approve TAC Meeting Minutes of November 19, 2008.

### VI. ACTION NON-FINANCIAL ITEMS

#### A. **Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work**

Janet Adams and Sam Shelton reported that the RTIF Working Group and RTIF Policy Committee reviewed both the draft executive summary of the STA's Feasibility Study and the revised Draft RTIF Feasibility Study Executive Summary and requested no additional changes. They added that at the December 10<sup>th</sup> meeting of the STA Board, the Final RTIF Nexus Study Scope of Work was adopted.

Recommendation:

Recommend the STA Board approve the STA's Regional Transportation Impact Fee Feasibility Study and Executive Summary.

On a motion by Dan Kasperson, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation.

#### B. **Regional Measure 2 (RM 2) Implementation Plan**

Janet Adams cited that staff will be seeking to develop an Implementation Plan with the partnership of the local project sponsors to insure the Board that the fully funded projects continue to move forward to construction and under funded projects are scoped appropriately. She also stated that as part of the development of the Implementation Plan, a consideration of overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project, reality of funding for any outstanding funding needs of the project, safety of the improvements, and transit and pedestrian access will all be considered.

Recommendation:

Forward a recommendation to the STA Board to direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.

On a motion by Wayne Lewis, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

- C. **STA's Draft 2009 Legislative Priorities and Platform and Legislative Update**  
Jayne Bauer reviewed the Draft 2009 Legislative Priorities and Platform which is currently in review mode at this time. She stated that adoption of the Final 2009 STA Legislative Priorities and Platform will be considered at the January 14, 2009 STA Board meeting. She added that key additions to the draft 2009 platform include an update of federal funding priorities and a renamed section, "Climate Change/Air Quality" to focus on climate change issues.

After discussion, the STA TAC made several minor modifications to the legislative platform.

Recommendation:

Approve STA's Draft 2009 Legislative Priorities and Platform, and forward a recommendation to the STA Board to adopt the draft as the Final 2009 STA Legislative Priorities and Platform.

On a motion by Wayne Lewis, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation.

## VIII. INFORMATIONAL ITEMS

### DISCUSSION

- A. **Transit Consolidation Study Update**  
Elizabeth Richards commented that the 2<sup>nd</sup> Transit Consolidation Steering Committee meeting was held Thursday, December 11, 2008 and was well attended. She stated that at the meeting, several elements of Phase II of the Transit Consolidation Study were presented. She added that staff and the consultant team is planning to schedule individual meetings in January with each of the transit operators to review preliminary financial and operational data.
- B. **Draft State of the System Report: Arterials, Highways and Freeways**  
Robert Macaulay and Robert Guerrero reviewed the Arterials, Highways and Freeways State of the System's Physical Conditions and Operational Reports. After discussion, Robert Guerrero requested comments be submitted by January 21, 2009.
- C. **Solano Modeling TAC Appointments**  
Robert Guerrero cited that staff is currently formalizing the Model TAC roles and responsibilities and is seeking a formal participation from its member agencies. He stated that the goal is to have the Model TAC members more accountable for land use recommendations provided to the STA as part of the development of the Solano Napa Travel Demand Model.

**D. Climate Change Status**

Robert Macaulay cited that on November 17, 2008, the Legislative Analyst Office (LAO) issued a report on the California Air Resources Board (CARB) draft scoping plan for Greenhouse Gas (GHG) reduction. He added that the City County Coordinating Council has requested that the County of Solano and the STA work together with the 7 cities to develop an initial Sustainable Communities Strategy Plan for GHG reduction.

**E. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10**

Liz Niedziela recapped the Public Hearing of the Unmet Transit Needs for FY 2009-10 held on December 15, 2008 at the Solano County Administration Center (SCAC).

**NO DISCUSSION**

**F. Project Delivery Update**

**G. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connection Plan**

**H. Funding Opportunities Summary**

**I. STA Board Meeting Highlights of December 10, 2008**

**J. STA Board and Advisory Committee Meeting Schedule for 2008**

**K. Project Delivery Update**

**E. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connection Plan**

**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, January 28, 2009.



DATE: December 15, 2008  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2009

**Background:**

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers and the seven cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, and for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Board Member-Investor level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors.

**Discussion:**

The STA's enhanced presence and participation has improved the communication and information sharing between the Solano EDC Board and staff and the STA. In 2008, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic development strategy and economic indicators index.

Staff recommends the STA renew its annual membership with Solano EDC at the \$5,000 Board Member-Investor level to maintain the STA's support for the Solano EDC, partnership with Solano County's business community, and to continue our representation on its Board of Directors.

**Fiscal Impact:**

The fiscal impact would be \$5,000 and has been budgeted as part of the STA's Board expenditures section of the Administration Budget for FY 2008-09.

**Recommendation:**

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 for the Annual Investment Year 2009; and
2. Direct staff to agendaize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2010.

Attachments:

- A. Solano EDC Invoice
- B. Solano EDC's Member-Investment Benefits

**Solano EDC**

360 Campus Lane, Suite 102  
 Fairfield, CA 94534  
 (707) 864-1855

**Invoice**

DATE	INVOICE #
11/1/2008	MBR-2611

BILL TO
Solano Transportation Authority One Harbor Center, Suite 130 Suisun City, CA 94585

RECEIVED

DEC - 8 2008

SOLANO TRANSPORTATION  
 AUTHORITY

TERMS
Due on Receipt

DESCRIPTION	AMOUNT
Annual Investment 2009 Executive Member "Stakeholders" Benefits: * Immediate appointment to Board of Directors * Complimentary admission for 4 to all events (excluding golf tournament) * Recognition at all Solano EDC events * Invitation to CEO Retreat * Access to all Solano EDC resource material and demographic site reports * Advertisement on website * Invitation to all Solano EDC events - current topics and networking opportunities * Expanded company profile listing in annual Connections membership directory	5,000.00
<b>Total</b>	<b>\$5,000.00</b>

We Appreciate Your Support! Thank You for Your Investment in Solano County.

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October 31, 2008

Mr. Daryl Halls  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, CA 94585-2003

RECEIVED

NOV - 3 2008

SOLANO TRANSPORTATION  
 AUTHORITY

Dear Daryl:

Next year has all the markings of being an economic development adventure with the financial markets in turmoil and a worldwide recession predicted. Now is the time to stand together and continue to work to grow a stronger economy. Solano County already has a more diverse economic base which grew total new jobs by 30% between 1990 and 2007.

This downward forecasted economic picture makes it critical that we have your membership support to continue Solano EDC's important work in targeting and attracting growing clusters of high wage jobs like life sciences companies that grew 35% between 2000 and 2006.

Your organization's membership in 2008 allowed Solano EDC to continue a positive outreach into Bay Area. Solano EDC makes connections with company management, corporate and independent real estate executives, as well as national site consultants always telling Solano County community's positive growth story.

Here are a few examples that highlight Solano EDC's marketing efforts just this year:

- **Prospects:** Overall prospect inquiries, information packages, community tours and related activities are on track to reach the same levels over the past five years. However, energy and green business prospects have increased over the past 18 months.
- **Bay Area Connections:** Connected with key leaders individually and by attending over 43 Bay Area and Sacramento events. Events include BayBIO whose membership includes 400+ Bay Area biotechnology companies; real estate groups including CoreNet, NAIOP, BOMA, and CREW Chapters; as well as the Bay Area Council representing 275 CEO's of the largest regional employers.
- **Trade Shows:** Marketed in four trade shows (BIO Industrial Processing, CoreNet Global Conference, SEMICON West, BIO) including chairing the Team CA California Pavilion at BIO in San Diego with an estimated attendance 22,000. Vacaville's Mayor Augustine and City Manager Van Kirk participated with economic developers from Vacaville, Dixon and Fairfield. A first occurred when Governor Schwarzenegger spoke to a special BIO luncheon and announced a \$100,000 million research partnership with California in our Pavilion.
- **Solano County Economic Summit:** The next Summit is under development in partnership with Solano County, Solano Transportation Authority and the City, County Coordinating Council. This Summit will launch on November 20, 2008 the inaugural *Solano County 2008 Index of Economic and Community Progress*. This insightful document shows how we have been successful in shaping our economy over the last decade. It also brings to light areas where our collaborative efforts are needed to sustain a thriving economy.

Michael S. Ammann  
 President  
 mike@solanoedc.org

Sandy Person  
 Vice-President  
 Business Relations  
 sandy@solanoedc.org

Patricia Uhrich  
 Office Manager  
 pat@solanoedc.org

**Address:**  
 360 Campus Lane, Suite 102  
 Fairfield, CA 94534

**Phone:**  
 707.864.1855

**Fax:**  
 707.864.6621

**Toll Free:**  
 888.864.1855

**Website:**  
 www.solanoedc.org

- **Web Site:** A major rebranding of <http://www.solanoedc.org> was completed this year that connects Solano EDC's web site to the TeamCalifornia web site (<http://www.teamca.org>) driving more hits to this improved marketing tool. The News section is updated daily with news articles and press releases on Solano companies and governments efforts to improve Solano's economy.
- **Public Relations:** We produced 20 news releases and continue to meet one on one with the publishers and reporters of SF/East Bay Times, Contra Costa Times, Comstock's Business magazine and all three local newspapers to tell Solano's growth story. A public relations first was the publishing of 2 Op ED articles on the growth of health care and green businesses in the East Bay Times. Another first was KCRA TV Channel 3 interview of Mayor Price and Mike Ammann during the initial story on the merger of Budweiser and InBev.
- **Membership Events:** Your membership in EDC not only supports the critical work of economic development for Solano County, it also provides you opportunities to play an active role to help ensure prosperity in the critical months of 2009. We hosted nine well attended member networking events covering issues including the changing real estate market, federal election, Travis AFB, media partners and the annual Golf Classic held at Green Valley Country Club.

In closing, 2008 has been an active and successful year. Make plans now to attend our Annual Meeting celebration luncheon on January 29, 2009 from 11:30-1:30 pm at the Fairfield Hilton Garden Inn featuring Jay Adair, President of Copart as the keynote speaker. This event is always a sellout and a high profile day to network your business. You will not want to miss it.

On behalf of your Board of Directors, Andy, Pat, Sandy and I, we will continue to work hard on your behalf. We pledge to maintain your confidence and trust in growing Solano County.

Sincerely,



Michael Ammann  
President

PS-Your membership invoice for 2009 is enclosed. In addition, you may want to consider sponsorship of one or more of our member events next year. Please contact Sandy Person for full details on sponsorship opportunities. Thanks, Mike

THANKS FOR ALL YOUR  
SUPPORT IN '08



DATE: December 23, 2008  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2008-09 First Quarter Budget Report

**Background:**

In July 2008, the Solano Transportation Authority (STA) Board approved the Budget Revision for FY 2008-09. The budget revision included the anticipated amount of funds carryover from FY 2007-08 for the continuation and completion of multi-year contracts, changes in project activities, and Project Studies that have been approved by the STA Board. A mid-year adjustment to the fiscal year budget is scheduled to occur in February 2009.

**Discussion:**

The attached financial report shows the revenue and expenditure activity of the STA for the First Quarter of FY 2008-09. STA's total program administration and operation expenditures for the First Quarter are at 8% with total revenues at 9% of the FY 2008-09 budgets.

**Revenues:**

Revenues received during the First Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2008. As of September 30, 2008, the total revenue received is \$3.05 Million (9%).

**Expenditures:**

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the First Quarter budget projection at 21% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Info (SNCI) is at 15% of budget.
3. Project Development is at 7% of budget.
4. Strategic Planning is at 7% of budget.

The Transit and Rideshare Services/SNCI, Project Development, and Strategic Planning invoice billings from project consultants for projects such as the Project Study Report (PSR)/State Route (SR) 12/ Church, SR 12 Median Barrier Study, I-80 High Occupancy Vehicle (HOV)/Turner Parkway Project, and SR 12 Rio Vista Bridge Realignment Study were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter. It is expected that these forecasted expenditures will align the expenditure to budget expectations.

**Fiscal Impact**

The First Quarter Budget for FY 2008-09 is within budget projections for Revenue received of \$3.05 Million (9%) and Expenditures of \$2.73 Million (8%).

**Recommendation**

Review and file.

Attachment:

- A. STA FY 2008-09 First Quarter Budget Report
- B. 2009 Budget and Fiscal Reporting Calendar



**FIRST QUARTER BUDGET REPORT**  
**July 1, 2008 through September 30, 2008**

**FY 2008-09**

<b>REVENUES</b>			
Description	FY 08-09 Budget	Actual Received YTD	%
<b>STA Fund</b>			
Members Contribution (Reserve Accounts)	108,801	108,801	100%
Interest	0	16,883	0%
Members Contribution/Gas Tax	205,785	172,345	84%
Transportation Dev. Act (TDA) Art. 4/8	451,425	112,857	25%
State Transit Assistance Fund (STAF)	968,896	222,850	23%
Surface Transportation Program (STP)	723,309	107,988	15%
State Planning & Research (SP&R) - SR 113 MIS	16,000	0	0%
SP&R - Operation/Implementation Plan	150,000	0	0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	1,066,169	101,683	10%
State Transportation Improvement Program (STIP)	34,943	0	0%
Regional Measure (RM) 2 - North Connector Design	26,806	4,631	17%
RM 2 - I-80 HOV Lanes	6,500	2,029	31%
RM 2 - I-80 Interchange Project	26,806	6,057	23%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	48,727	4,859	10%
Transportation for Clean Air (TFCA)	524,019	68,181	13%
Eastern Congestion Mitigation & Air Quality (ECMAQ)-STA	150,000	22,450	15%
Transit Marketing - RM 2	70,000	0	0%
Regional Rideshare Program (RRP)	240,000	54,468	23%
Community Based Transit Study (CBTP)	120,000	0	0%
City of Fairfield (swap) Transportation Dev. Act (TDA)	529,381	0	0%
Bay Area Ridge Trails	55,000	0	0%
AVA Program/DMV	11,100	0	0%
Local Funds - Cities/County	99,600	18,900	19%
Sponsors	13,000	0	0%
<b>Subtotal</b>	<b>5,646,267</b>	<b>1,024,982</b>	<b>18%</b>
<b>TFCA Programs</b>			
Transportation for Clean Air (TFCA)	422,977	0	0%
Interest	0	5,378	0%
<b>Subtotal</b>	<b>422,977</b>	<b>5,378</b>	<b>1%</b>
<b>Abandoned Vehicle Abatement</b>			
Department of Motor Vehicle (DMV)	358,900	0	0%
Interest	0	663	0%
<b>Subtotal</b>	<b>358,900</b>	<b>663</b>	<b>0%</b>
<b>I-80 East Bound (EB) Truck Scales Relocation</b>			
RM 2 Funds	3,547,648	411,825	12%
<b>Subtotal</b>	<b>3,547,648</b>	<b>411,825</b>	<b>12%</b>
<b>Jepson Parkway Project</b>			
State Transportation Improvement Program (STIP)	1,115,087	206,554	19%
<b>Subtotal</b>	<b>1,115,087</b>	<b>206,554</b>	<b>19%</b>
<b>SR 12/Jameson Canyon Project</b>			
State Transportation Improvement Program (STIP)	3,500,000	201,441	6%
<b>Subtotal</b>	<b>3,500,000</b>	<b>201,441</b>	<b>6%</b>
<b>I-80/I-680/SR 12 Interchange EIR/EIS</b>			
RM 2 Funds	6,479,033	435,249	7%
<b>Subtotal</b>	<b>6,479,033</b>	<b>435,249</b>	<b>7%</b>
<b>North Connector East (Chadbourne Rd/Right of Way)</b>			
RM 2 - Preliminary Engineering	4,623,194	482,901	10%
<b>Subtotal</b>	<b>4,623,194</b>	<b>482,901</b>	<b>10%</b>
<b>I-80 High Occupancy (HOV) Lane/Ramp Metering</b>			
RM 2 - PA/ED Design	7,293,500	276,521	4%
<b>Subtotal</b>	<b>7,293,500</b>	<b>276,521</b>	<b>4%</b>
<b>I-80 HOV/Turner Parkway Overcrossing</b>			
Federal Earmark	10,000	1,238	12%
Local Funds - Solano County/City of Vallejo	2,000	310	15%
<b>Subtotal</b>	<b>12,000</b>	<b>1,548</b>	<b>13%</b>
<b>Rio Vista Bridge Realignment</b>			
Federal Earmark	193,821	387	0%
City of Rio Vista	44,680	97	0%
<b>Subtotal</b>	<b>238,501</b>	<b>484</b>	<b>0%</b>
<b>TOTAL REVENUES</b>	<b>\$ 33,237,107</b>	<b>\$ 3,047,546</b>	<b>9%</b>

<b>EXPENDITURES</b>			
Description	FY 08-09 Budget	Actual Spent YTD	%
<b>Operations</b>			
Operations Management/Administration	1,517,962	351,237	23%
STA Board of Directors	51,800	10,993	21%
Expenditure Plan	88,000	258	0%
Contribution to STA Reserve	108,801	0	0%
<b>Total Operations</b>	<b>\$ 1,766,563</b>	<b>\$ 362,488</b>	<b>21%</b>
<b>Transit and Rideshare/Solano Napa Commuter Info (SNCI)</b>			
Transit/SNCI Administration	476,945	106,815	22%
Employer/Van Pool Outreach	12,200	3,055	25%
SNCI General Marketing	114,872	8,323	7%
Commute Challenge	16,000	0	0%
Bike to Work Campaign	28,000	0	0%
Bike Links Maps	15,000	0	0%
Incentives	25,000	200	1%
Emergency Ride Home (ERH) Program	5,000	792	16%
Solano Express	100,000	2,790	3%
Transit Management Administration	225,000	45,252	20%
Community Based Transportation Plan (CBTP)	120,000	0	0%
Lifeline Program	15,000	5,477	37%
Paratransit Coordinating/PCC	45,000	10,048	22%
Solano Paratransit Assessment Implementation	40,000	0	0%
Transit Marketing - RM 2	70,000	18,631	27%
Transit Consolidation Feasibility Study	75,000	7,587	10%
<b>Total Transit &amp; Rideshare/SNCI</b>	<b>\$ 1,383,017</b>	<b>\$ 208,970</b>	<b>15%</b>
<b>Project Development</b>			
Project Management/Administration	133,223	16,785	13%
Safe Route to School (Traffic Safety Plan Update)	151,263	3,927	3%
I-80/I-680/I-780 Operation/Implementation Plan	200,000	2,660	1%
Project Study Report (PSR)/SR 12/Church	64,000	0	0%
SR 12 Median Barrier Study (MBS)/PSR	746,934	635	0%
Jepson Parkway	1,115,087	206,554	19%
I-80/I-680/SR 12 Interchange PA/ED	6,479,033	435,249	7%
SR 12 Jameson Canyon Project	3,500,000	201,441	6%
North Connector East (Chadbourne Rd/Right of Way)	4,623,194	483,401	10%
I-80 East Bound (EB) Truck Scales Relocation	3,547,648	411,825	12%
I-80 HOV Lane/Ramp Metering	7,293,500	276,520	4%
I-80 HOV/Turner Parkway Project	12,000	1,548	13%
SR 12 Bridge Realignment Study	238,501	484	0%
DMV Abandoned Vehicle Abatement	358,900	0	0%
<b>Total Project Development</b>	<b>\$ 28,463,283</b>	<b>\$ 2,041,029</b>	<b>7%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	96,272	15,988	17%
SR 113 MIS/Corridor Study	20,000	7,815	39%
SR 12 MIS/Corridor Study	15,000	4,601	31%
Events	18,000	3,115	17%
Model Maintenance	80,000	0	0%
Solano County TLC Program	225,000	33,537	15%
Comprehensive Transportation Plan (CTP)/EIR	109,159	20,796	19%
Solano Senior & Disable Transit Plan Update	80,000	0	0%
Regional Impact Fea (Feasibility Study/AB 1600)	200,000	19,995	10%
Safe Route to Transit	42,836	12,873	30%
Alternative Fuel Study	10,000	0	0%
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)	100,000	0	0%
Rail Station and Service Plan Update and Implementation Plan	80,000	0	0%
Rail Crossing Plan	30,000	0	0%
Water Transit Plan	40,000	0	0%
SR 12 Jameson Canyon Ridge Trail Study	55,000	0	0%
TFCA Programs	422,977	2,978	1%
<b>Total Strategic Planning</b>	<b>\$ 1,624,244</b>	<b>\$ 121,698</b>	<b>7%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 33,237,107</b>	<b>\$ 2,734,185</b>	<b>8%</b>



## 2009 Budget and Fiscal Reporting Calendar

### STA Board Meeting Schedule:

<b>JANUARY</b>	FY 2008-09 First Quarter Budget Report
<b>FEBRUARY</b>	FY 2008-09 Mid-Year Budget Revision FY 2008-09 Second Quarter Budget Report
<b>MARCH</b>	No report
<b>APRIL</b>	Local Transportation Development Act (TDA) and Members Contribution for FY 2009-10
<b>MAY</b>	FY 2008-09 Third Quarter Budget Report
<b>JUNE</b>	FY 2008-09 Final Budget Revision FY 2009-10 Provisionary Indirect Cost Rate Application
<b>JULY</b>	FY 2009-10 Budget Revision and FY 2010-11 Proposed Budget Adoption FY 2009-10 COLA Approval
<b>AUGUST</b>	No Scheduled STA Board Meeting
<b>SEPTEMBER</b>	FY 2008-09 Fourth Quarter Budget Report
<b>OCTOBER</b>	FY 2008-09 AVA Annual Report
<b>NOVEMBER</b>	STA's 12th Annual Awards Program No Scheduled STA Board Meeting
<b>DECEMBER</b>	FY 2009-10 First Quarter Budget Report STA Employee 2010 Benefit Summary Update



DATE: December 23, 2008  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: New Copier Lease

**Background:**

In April 2003, the Solano Transportation Authority (STA) entered into a five-year lease contract with IKON Office Solutions Inc. for two (2) black and white Canon network copiers. Over the past five years, STA has increased not only its planning, program, and project activities, and the number of advisory and technical committees. In addition, technology has substantially improved and costs have gone down over these past five years. As a result, what was sufficient five years ago, no longer provides STA with sufficient document imaging solutions and production results.

**Discussion:**

STA staff has looked at three (3) leading providers of digital copier equipment that can provide high performance, durability, color multifunctional printing, copying, scanning, output speed, and cost efficiency. The three copier providers that bid were, Ricoh Business Solutions, Konica Minolta Business Solutions, and the Newcal Industries-Canon. As the Fiscal Year (FY) 2008-09 Approved Budget includes anticipated copier lease and printing cost, the copier selection from these providers was limited to the approved budget.

Based on a cost comparison of the three providers (Attachment A) all comparable copiers were 25% or more less than the current cost of the existing copiers with substantially improved technologies. The STA staff recommends the Ricoh Pro 906EX (black and white) and the MP C7500 (color) copiers from Ricoh Business Solutions for its multifunctional system, reliability, user-friendly, and cost saving. A three-year lease is proposed at an annual cost of \$25,288 plus taxes, which is an annual savings of approximately \$9,384 over the current copiers. This lease includes the maintenance services and toner supplies. In addition, the three-year lease is recommended over the five-year lease to provide STA staff the opportunity to address and consider upgrades to newer technology at a lower cost in the future. The amount of this contract exceeds the Executive Director's budget authority of \$25,000. Thus, it has been agendaized for STA Board approval per STA's adopted accounting and budget policies.

**Fiscal Impact:**

Changing to a new Ricoh Business Solutions copier will create an annual savings of between \$7,500 to \$9,000.

**Recommendation:**

Authorize the Executive Director to enter into a three-year copier lease with Ricoh Business Solutions for an amount not to exceed \$28,000 annually.

Attachment:

- A. Lease Bid Comparison (To be provided under separate cover.)



DATE: December 24, 2008  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: East Fairfield and Vacaville Community Based Transportation Plans  
(CBTP) Request for Proposals (RFP)

**Background:**

The Community Based Transportation Plans (CBTP) Studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning program is to implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Five communities in Solano County were identified as part of this report: Dixon, Cordelia (including adjacent segments of Fairfield and Suisun City), East Fairfield, Vacaville, and Vallejo. The Dixon study was completed in 2006 and Cordelia and Vallejo Studies were completed in 2008. The remaining two CBTPs yet to be completed are East Fairfield and Vacaville.

**Discussion:**

The key component of these studies is community involvement. The community's input is critical to identify the needs, but also to identify the priorities and implement them once the participants understand the parameters of the transportation system and resources. These CBTPs can identify a wide array of potential solutions – not just fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

At the beginning of the study, a variety of stakeholders will be identified who represent a wide range of organizations who interact with the study's target population (low-income residents): employers, social services, community and business organizations, churches, and transportation providers. They will provide input to the study by identifying key transportation obstacles as well as prioritizing the issues and mitigation strategies.

To initiate the East Fairfield and Vacaville studies, staff is proposing to issue a Request for Proposals (RFP) for both studies. Funding has been secured from MTC for these two studies.

Priority projects identified by CBTPs are eligible for Lifeline Transportation Funds.

**Fiscal Impact:**

The funding for these studies has been secured in the amount of \$120,000 and will be included in the STA mid-year budget adjustment.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to release a RFP for consultant services to complete CBTP's for East Fairfield and Vacaville; and.
2. Authorize the Executive Director to enter into an agreement to complete the Fairfield and Vacaville Community Based Transportation Plans for an amount not to exceed \$120,000.



DATE: December 31, 2008  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: DKS Associates Contract Amendment for Transit Consolidation Study

**Background/Discussion:**

DKS Associates has been retained by the STA to complete the Countywide Transit Consolidation Study. Phase I of the study has been completed and DKS began Phase II in early 2008. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Complementary to, but separate from, the Transit Consolidation Study, DKS Associates and the consultant team was asked to conduct, and have completed, an in-depth assessment of the Benicia Breeze transit system. To assist with the transit consolidation study and for other purposes, a similar in-depth analysis of Vallejo Transit was conducted. The Vallejo Transit Assessment provided an independent report to the STA Board on the projected financial shortfall of Vallejo Transit service and how this is likely to affect service delivery. This assessment was conducted expeditiously. Work began in the summer and an initial draft report was delivered by September 2009; it is nearly in final form. The majority of the work was completed by DKS subconsultants HDR Inc. and PMC who specialize in transit operations and transit finance, respectively. They had project oversight by DKS and STA's Transit Consolidation Project Manager, John Harris. These two interim studies delayed the overall Transit Consolidation Study Phase II completion and expanded the work load of the consultant team.

The DKS contract currently expires at the end of January 2009. To complete the rest of Phase II of the Transit Consolidation Study, staff recommends extending the term of the DKS agreement until June 30, 2009. Given the uncertain status of the State Transit Assistance Funds (STAF) that have been used to fund this study, staff does not recommend any additional funds be added until the State Budget is adopted.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to amend the consultant contract with DKS Associates with a contract term extension until June 30, 2009 for the purpose of completing Phase II of the Transit Consolidation Study.

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DATE: December 26, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: DKS Contract for Revisions to the Solano-Napa Traffic Model

**Background:**

The model used to forecast future traffic covers both Napa and Solano counties, and is known as the Napa-Solano Travel Demand Model. The model uses existing land uses and roadways, and is calibrated to accurately reflect existing travel patterns. The model also projects travel patterns out to the year 2030. The STA Board adopted the underlying land use information, provided by the cities and the county, in May of 2008; and, adopted the roadway network and traffic projections in June of 2008.

STA staff has used the Model network and land use information to project congestion on roadways for the proposed Regional Traffic Impact Fee (RTIF). Planning staff from several jurisdictions have asked STA to update some of the land use information that they initially provided. In addition, a year 2010 land use and road network baseline is needed in order to identify roadways impacted by future growth, rather than existing development.

The Model was developed by DKS Associates. DKS is familiar with local traffic, road networks and other important modeling factors. DKS uses CUBE modeling software, the same brand that STA is in the process of acquiring.

**Discussion:**

Use of the Model to identify future congestion for the RTIF study has resulted in closer scrutiny of the underlying land use data by the Planning Directors of several jurisdictions. They have asked STA to make several technical updates to base year 2000 and future year 2030 land use designations. In addition, the model does not contain intermediate year land use and roadway network projections needed to identify the 2010 to 2030 growth increment that could be subject to the proposed RTIF. STA staff does not currently have the program or expertise to do the technical update or produce the 2010 scenario.

DKS Associates has responded to an STA request for a scope of work to produce the technical updates and year 2010 scenario. Their response is contained as Attachment A. Based upon the DKS Associates proposal, a contract for services, in the amount of \$24,960, has been prepared by STA. The contract is included as Attachment B. The work and schedule proposed by DKS satisfy the STA timeline for proceeding with the RTIF fee study.

**Fiscal Impact:**

The total cost to STA is \$24,960. Funds for the study will be from the STA account for modeling contracting. The STA annual agreement with the City of Fairfield for on-call modeling services will be reduced by \$25,000 in order to free funds for the DKS Associates contract.

**Recommendation:**

Authorize the Executive Director to enter into a contract with the DKS Associates for revisions to the Napa-Solano Travel Demand Model in the amount of \$24,960.

Attachment:

- A. DKS Proposal for Solano Napa Model Update

# **DKS Associates**

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1956 Webster Street, Suite 300  
Oakland, CA 94612-2939  
(510) 763-2061  
Fax: (510) 268-1739

January 6, 2009

Robert Macauley  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Subject: Proposal for Revised 2000, 2010 and 2030 Land Use Data Sets      A01x3000  
and Trip Generation for Solano-Napa Model**

Dear Robert:

As requested, DKS has prepared this letter proposal to provide specific additional modeling services to the Solano Transportation Authority. Our scope of work changes involve providing three sets of land use data and related trip generation results and new traffic assignments.

We understand that the intent is to update land use data for these study years to better estimate the performance of the model. The intent is to initial develop the base data, then circulate the draft land use data files to the local Solano County jurisdictions for review and modification. No comprehensive network revisions to transit or roadways are assumed through this exercise.

### ***Scope of Work***

DKS will first provide the existing data sets of 2000 and 2030 for local review by Solano County jurisdictions. STA will then directly request that each jurisdiction review their land uses data as well as provide a 2010 land use database, updating what projects that they know to be completed by that time period. DKS will provide a summary memorandum of what to review, and propose up to 3 hours of assistance with each jurisdiction over the telephone as they review the data. DKS will provide each jurisdiction the "workbook" that uses that jurisdiction's files, as well as the master demographic database that is used in the trip generation step.

Each jurisdiction will identify land use changes by STA TAZ, so that the future potential land uses are consistent with the jurisdiction's general plan as it is adopted on December 31, 2008. DKS will then assist the Solano Transportation Authority staff with the comments, and review the aggregate totals with the staff to see where inconsistencies with the ABAG Projections are inconsistent with the locally-preferred land use assumptions for 2030. DKS will provide recommendations on how to achieve the consistency, and will present the issues and recommendations at a Model TAC meeting in February.

DKS will provide the current model roadway networks for 2030 in plot or electronic form. That file lists the year of completion of projects so that this file will also be used to update a 2010 network. DKS will request that any changes to the network be submitted to the STA for review and concurrence, and include a year of completion. The final STA list will be sent to DKS for modifications in 2030 networks. (It is noted that year of completion is one of the attributes in the data, so that interim networks can quickly be built from the 2030 network.)

DKS will then develop a 2010 model assignment using 2010 land uses and networks (based upon year of completion of the existing travel model network already designated in the Phase 2 travel model, plus comments received in the network review). DKS will provide these data sets to Solano Transportation Authority for concurrence between conducting a final model run to simulate 2010 conditions.

**Documentation**

DKS will prepare spreadsheet tables summarizing the results of assumption changes made by jurisdiction.

DKS will also provide model runs and assignments for 2000, 2010 and 2030 to the STA in CD format. In addition, DKS will prepare a standard set of plots for the results in a PDF format and include these on the CD. The horizon year results may be provided at separate times, depending on STA needs.

**Budget**

Our estimate for conducting the task listed above is shown in the table below. The estimated budget is \$24,960.

Task	Hours		Budget
	Story	Liu	
Prepare 2000 and 2030 files for review	8	16	\$3,080
Provide technical assistance on file review	32	8	\$6,720
Revise 2000 and 2030 files	8	32	\$4,680
Present 2030 consistency issues at a Model TAC meeting	8	4	\$1,880
Prepare Revised 2000 and 2030 assignments	4	16	\$2,340
Prepare new 2010 land use files for review	6	8	\$1,910
Create new 2010 draft land uses and assignments	8	14	\$2,880
Finalize 2010 model assignments	2	8	\$1,170
Total Hours	76	106	\$24,660
Rates	\$185	\$100	
Miscellaneous Expenses (such as fax, mileage and packages)			\$300
<b>Total</b>			<b>\$24,960</b>

January 6, 2009

Page 3

***Schedule***

If a Notice to Proceed is granted by January 2, 2009, DKS anticipates that this work will prepare the initial 2000 and 2030 files for distribution by January 14, 2009. Assuming all jurisdictions provide feedback by January 30, DKS will revise these assignments by February 20 for general review. If local jurisdictions also provide 2010 land use estimates by February 13, DKS will also provide the draft 2010 results by February 27. Assuming the STA guides the final review by these dates, DKS will then provide final documentation and runs by March 10, 2009.

Please feel free to call me if you have further questions.

Sincerely,

***DKS Associates***  
A California Corporation

Joseph A. Story, AICP  
Principal

*Model Forecast Revisions*

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DATE: December 23, 2008  
 TO: STA Board  
 FROM: Janet Adams, Deputy Executive Director/Director of Projects  
 RE: Regional Transportation Impact Fee (RTIF) Feasibility Study and Nexus Study Update

**Background:**

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

On July 9th, the STA Board authorized the Executive Director to begin the Regional Transportation Impact Fee (RTIF) Feasibility Study. On October 8<sup>th</sup>, the STA Board recommended that STA Staff move forward with the formation of multi-agency working groups for the purpose of developing the scope of work for a countywide RTIF nexus study, including project selection and fee options.

**Discussion:**

**RTIF Feasibility Study**

The RTIF Feasibility Study and Executive Summary will assist in educating elected officials, local agency staff, and the public about the nature of regional transportation impact fees and their potential benefits. Below is a schedule of meetings that have been held to complete the feasibility study by January 14, 2009 for STA Board consideration. Attachment A is the Feasibility Study and Executive Summary.

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

Date	Committee/Group	Meeting Agenda
Nov 13	RTIF Working Group meeting	<ul style="list-style-type: none"> <li>Reviewed Countywide RTIF direction</li> <li>Received Draft Nexus study RFP &amp; Feasibility Study 'Frequently Asked Questions' (FAQ)</li> </ul>
Nov 19	STA TAC Meeting	<ul style="list-style-type: none"> <li>Recommend STA conduct Nexus Study</li> </ul>
Dec 4	RTIF Working Group meeting	<ul style="list-style-type: none"> <li>Review Final Feasibility Study, FAQ, and Nexus Study Scope of Work</li> </ul>
Dec 10	RTIF Policy Committee meeting	<ul style="list-style-type: none"> <li>Review Governance Structures &amp; Fee Collection options</li> </ul>
Dec 10	STA Board	<ul style="list-style-type: none"> <li>Authorize STA to carry out RTIF Nexus Study with consultants</li> </ul>
Dec 17	STA TAC	<ul style="list-style-type: none"> <li>Recommend adoption of Feasibility Study</li> </ul>
<b>2009</b>		
Jan 14	STA Board	<ul style="list-style-type: none"> <li>Adopt Feasibility Study</li> </ul>

On December 4<sup>th</sup>, the RTIF Working Group reviewed a draft executive summary of the STA's RTIF Feasibility Study. On December 10<sup>th</sup>, the RTIF Policy Committee reviewed the revised Draft RTIF Feasibility Study Executive Summary and requested no additional changes.

The attached RTIF Feasibility Study (Attachment A) walks through all of the following data previously presented to the STA Board in October and December and displayed in the RTIF Feasibility Study's Executive Summary:

- Increasing Demand for Mobility
- Currently Planned Projects
- Currently Funded Projects
- Introduction to Impact Fees (with a review of Existing Fees)
- Pros & Cons of RTIFs
- Examples of RTIF models
- Potential Governance Structures
- Nexus Study and Governance Discussion Timeline

STA Board members also requested presentations from other agencies with Countywide RTIF programs as they consider governance model options, such as those operated by the Transportation Agency for Monterey County (TAMC), the Western Riverside Council of Governments (WRCOG), and the San Joaquin Council of Governments (SJCOG).

#### Nexus Study Scope of Work

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

On December 4<sup>th</sup>, RTIF Working Group members reviewed and recommended a Final RTIF Nexus Study Scope of Work for STA Board adoption. On December 10<sup>th</sup>, the STA Board adopted the Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services, with the following amendments, recommended by the RTIF Policy Committee earlier that day (see Attachment B):

- Add language to Task 11 "Draft Nexus Study Report", parts 11 and 12, to review and recommend methods of discounting impacts from affordable housing and transit oriented developments.
- Add language in Task 9 "Committee & Stakeholder Meetings" to specifically include the development community, taxpayers groups, and other interested businesses.

### Revised RTIF Schedule

The Nexus Study RFP in Attachment B contains a revised schedule for the STA's Nexus Study work and additional meetings to discuss the form of governance of a potential RTIF. On December 4<sup>th</sup>, the RTIF Working Group revised the schedule to allow for more time to complete the nexus study. The revised schedule estimates completing the Nexus Study by September 2009, forming the RTIF Governance Authority by August 2009, and begin implementation of an RTIF by the end of 2009.

At the December 17, 2008 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve the Regional Transportation Impact Fee Feasibility Study and Executive Summary.

### Fiscal Impact:

There is no fiscal impact from recommending the adoption of the STA's Regional Transportation Impact Fee Feasibility Study. The STA Board has already approved a revised Scope of Work for a RTIF Nexus Study and authorized the Executive Director to issue a Request for Proposals for consultant services which will have a fiscal impact.

### Recommendation:

Approve the STA's Regional Transportation Impact Fee Feasibility Study and Executive Summary.

The following attachments have been provided to the STA Board Members under separate enclosure. Copies may be requested by contacting the STA office at (707) 424-6075.

- A. STA's Regional Transportation Impact Fee (RTIF) Feasibility Study with Executive Summary
- B. Request for Proposals (RFP # 2009-01) For the Solano Regional Transportation Impact Fee AB 1600 Nexus Study, 01-05-09

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DATE: December 29, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector Project Implementation

**Background:**

Since 2001, STA staff has been working with project consultants and Caltrans to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four environmental documents have either been completed or are being prepared, one of which is for the North Connector Project. The environmental document (Environmental Impact Report (EIR)) for the North Connector Project was approved by the STA Board in May 2008. Final Design is scheduled to be completed by February 2009 and R/W acquisition is scheduled to be completed by May 2009.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. The next phase will be construction of the East End – North Connector Project (Abernathy Road to Suisun Creek). In order to move forward with construction, a Regional Measure 2 (RM 2) funding allocation of \$18.2 million is required from the Metropolitan Transportation Commission (MTC). As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution which indicates that STA approves the Initial Project Report (IPR) for RM2 Project 7, the cash flow plan (attachments to resolution) and that STA authorizes its Executive Director, or his designee, to submit an allocation request with MTC for RM 2 funds for construction of the East End – North Connector Project (Abernathy Road to Suisun Creek).

**Fiscal Impact:**

The construction for the East End – North Connector Project (Abernathy Road to Suisun Creek) would be funded with Bridge Toll dedicated to the Project.

**Recommendation:**

Approve the attached Resolution 2009-01 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$18.2 million for construction of the East End - North Connector Project.

Attachments:

- A. STA Resolution 2009-01

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2009-01**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL  
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION  
COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE PROJECT**

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

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 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 Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 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 Regional Measure 2 funds; and

**RESOLVED**, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

**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.

**RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

**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**, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 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 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 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 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 Regional Measure 2 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 Regional Measure 2 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 Regional Measure 2 funds in the amount of \$18,204,000.00 for construction of the East End - North Connector Project, purposes and amounts included in the project application attached to this resolution; 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.

---

James Spering, 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 January 14, 2009.

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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 January, 2009 by the following vote:

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

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

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# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

Solano County Corridor Improvements near Interstate  
80/Interstate 680 Interchange

**RM2 Project No.**

7

**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:	January 2006	\$5,975,000	PA/ED (I-80 HOV Lanes and North Connector)
#2	September 2006	\$1,000,000	PA/ED (I-80 HOV Lanes)
#3	February 2007	\$6,525,000	Final Design (I-80 HOV Lanes) and Construction for Advanced Package (Green Valley Bridge Widening)
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (\$5.2 million being transferred to I-80 EB Truck Scales)
#5	May 2008	\$10,300,000	Final Design, R/W Acquisition, and Advanced Construction Package for N. Connector Project
#6	October 2008	\$5,200,000	PA/ED for I-80 EB Cordelia Truck Scales Relocation

**Total:           \$37,300,000**

**Current Allocation Request:**

IPR Revision Date	Amount Being Requested	Phase Requested
October 2008	\$18,204,000	Construction for the N. Connector Project

## Regional Measure 2 – INITIAL PROJECT REPORT

### **I. OVERALL PROJECT INFORMATION**

#### **Project Sponsor / Co-sponsor(s) / Implementing Agency**

Solano Transportation Authority is the project sponsor and implementing agency.

#### **Project Purpose**

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway interchanges and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

#### **Project Description (please provide details, expand box as necessary)**

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Alternatives being considered in the Environmental Impact Report (EIR) may include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, and constructing a direct connector roadway from I-680 to SR 12 East, southeast of the existing interchange. Alternatives will include options for reconfiguration of the existing truck scales within the project area to improve ingress and egress of the truck traffic.

Project Graphics to be sent electronically with This Application

#### **Impediments to Project Completion**

The major impediment to accomplish the project completion will be the securing of funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be delivered by currently identified fund sources.

The STA is expending TCRP funds and RM2 funds for the preparation of four environmental documents for the I-80/I-680/SR 12 Interchange (I/C) improvements.

The STA is currently delivering the I-80 HOV Lanes Project, the North Connector Project, and the I-80 Eastbound Truck Scales Relocation Project as independent projects. Caltrans and the FHWA have concurred with this approach. The balance of the I-80/I-680/SR12 I/C improvements are being evaluated under a fourth and separate environmental document, with the expectation that the balance of the I/C improvements will need to be constructed with multiple construction packages.

## Regional Measure 2 – INITIAL PROJECT REPORT

### **Operability**

The North Connector Project will be owned and operated by local jurisdictions, as it is off the State Highway system. Caltrans will be responsible for owning and operating the mainline I/C and Truck Scale improvements.

## **II. PROJECT PHASE DESCRIPTION and STATUS**

### **Environmental –**

Does NEPA Apply: X Yes  No

As mentioned above, the project will need to be constructed with multiple construction packages. All three alternatives identified in the Corridor Study/Major Investment Study include a North Connector that connects SR 12 (W) with SR 12 (E), I-80 HOV Lanes and the I-80 Eastbound (EB) Truck Scales Relocation. As a result, STA is currently proceeding with four environmental documents simultaneously, one for the North Connector Project (CEQA only - COMPLETED), one for the I-80 HOV Lanes Project (COMPLETED), one for the I-80 Eastbound (EB) Truck Scales Relocation and one for the I-80/I-680/SR12 Interchange.

**North Connector Project** - (Abernathy to Green Valley Road) – The Environmental Impact Report (EIR) for the North Connector was certified in May 2008. This project will be implemented in phases. The first phase will extend from Abernathy to Suisun Creek and will be funded with RM2 funds.

**I-80 HOV Lanes Project (Red Top Road to Airbase Parkway)** - The environmental document for the I-80 HOV Lanes Project is an Initial Study/Mitigated Negative Declaration (IS/MND) for CEQA and a Category Exclusion (CE) for NEPA. The final CEQA document was approved in February 2007 and the final NEPA document was approved in April 2007 (COMPLETED).

**I-80 Eastbound (EB) Truck Scales Relocation** - The environmental document for the I-80 Eastbound Truck Scales Relocation is an EIR/EA. The Draft EIR/EA is scheduled to be circulated by January 31, 2009, with the Final EIR/EA scheduled for approval on or before December 31, 2009.

**I-80/I-680/SR12 Interchange Project** - The environmental document for the balance of the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project (excluding the North Connector, the I-80 HOV Lanes and the I-80 EB Truck Scales), but a Record of Decision can only be issued for a fundable phase. The Draft EIR/EIS is scheduled to be circulated in summer/fall 2009 with the Final EIR/EIS scheduled for approval in mid 2010.

### **Design –**

Final Design for the I-80 HOV Lanes was completed in January 2008, with the exception of the Advanced Construction Package for the Green Valley Bridge Widening and the Ramp Metering component. Final Design for the Green Valley Bridge Widening was completed in spring 2007 and Final Design for the Ramp Metering component is scheduled for October 2009. Final Design for the North Connector project started in May 2008, with completion expected by February 2009. Detailed Preliminary Engineering for the I-80 EB Truck Scales started in fall 2008. Detailed preliminary engineering for the first Construction Package (CP1) of the I-80/I-680/SR12 started in fall/winter 2008.

## Regional Measure 2 – INITIAL PROJECT REPORT

### **Right-of-Way Activities / Acquisition –**

Project right-of-way activities for the North Connector started in May 2008. Since the I-80 HOV Lanes is being constructed in the median, there is no anticipated right-of-way acquisition needed for the I-80 HOV Lanes Project. Right-of-way activities for the I-80 EB Truck Scales are expected to start in mid 2009. Right-of-way activities for the I-80/I-680/SR12 Interchange – CP1 are expected to start in mid 2010.

### **Construction / Vehicle Acquisition -**

Construction has been completed for the Advanced Construction Package – Green Valley Bridge Widening and the I-80 HOV Lanes are currently under construction, with completion expected in late 2009.

## **III. PROJECT BUDGET**

### **Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated - (Thousands)
<b>Phase: TOTAL PROJECT</b>	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ 37,804
Design - Plans, Specifications and Estimates (PS&E)	189,179
Right-of-Way Activities /Acquisition (R/W)	124,948
Construction / Rolling Stock Acquisition (CON)	1,305,597
<b>Total Project Budget (in thousands)</b>	<b>\$1,657,528</b>

### **Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated - (Thousands)
<b>Phase: NORTH CONNECTOR</b>	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,500
Design - Plans, Specifications and Estimates (PS&E)	3,300
Right-of-Way Activities /Acquisition (R/W)	8,000
Construction / Rolling Stock Acquisition / Operating Service (CON)	39,864
<b>Total Project Budget (in thousands)</b>	<b>\$56,664</b>

### **Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated - (Thousands)
<b>Phase: I-80 HOV LANES</b>	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,475
Design - Plans, Specifications and Estimates (PS&E)	4,525
Right-of-Way Activities /Acquisition (R/W)	0
Construction / Rolling Stock Acquisition (CON)	49,927
<b>Total Project Budget (in thousands)</b>	<b>\$58,927</b>

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated (Thousands)
<b>Phase: I-80 Eastbound Truck Scales Relocation</b>	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,800
Design - Plans, Specifications and Estimates (PS&E)	17,700
Right-of-Way Activities /Acquisition (R/W)	3,000
Construction / Rolling Stock Acquisition (CON)	74,400
Total Project Budget (in thousands)	\$100,900

**Project Budget (Escalated to year of expenditure)**

	Total Amount - Escalated (Thousands)
<b>Phase: I-80/I-680/SR12 I/C Improvements – CPI</b>	
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$17,100
Design - Plans, Specifications and Estimates (PS&E)	14,345
Right-of-Way Activities /Acquisition (R/W)	13,948
Construction / Rolling Stock Acquisition (CON)	146,015
Total Project Budget (in thousands)	\$191,408

**IV. OVERALL PROJECT SCHEDULE**

<b>North Connector</b>	<b>Planned (Update as Needed)</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Document	10/02	05/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	10/02	05/08
Final Design - Plans, Specs. & Estimates (PS&E)	05/08	02/09
Right-of-Way Activities /Acquisition (R/W)	05/08	05/09
Construction (CON)	07/09	08/11

<b>I/80 HOV Lanes</b>	<b>Planned (Update as Needed)</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Document	06/02	04/07
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	04/07
Final Design - Plans, Specs. & Estimates (PS&E)	04/07	01/08
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT (Green Valley Bridge Widening –2007)	01/08	12/09

**Regional Measure 2 – INITIAL PROJECT REPORT**

<b>I-80 Eastbound Truck Scales Relocation</b>	<b>Planned (Update as Needed)</b>	
	<b>Phase-Milestone</b>	<b>Start Date</b>
Environmental Document	05/03	12/09
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	05/03	12/09
Final Design - Plans, Specs. & Estimates (PS&E)	01/10	05/12
Right-of-Way Activities /Acquisition (R/W)	01/10	05/12
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – MAJOR PROJECT	10/12	12/14

<b>Phase: I-80/I-680/SR12 I/C Improvements – CP1</b>	<b>Planned (Update as Needed)</b>	
	<b>Phase-Milestone</b>	<b>Start Date</b>
Environmental Document	06/02	03/10
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	03/10
Final Design - Plans, Specs. & Estimates (PS&E)	04/10	10/10
Right-of-Way Activities /Acquisition (R/W)	04/10	10/11
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	11/11	11/13

**V. ALLOCATION REQUEST INFORMATION**

**Detailed Description of Allocation Request**

FY 2008-09: An allocation of \$18.2 million is being requested for construction of the N. Connector Project.
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Amount being requested (in escalated dollars)	\$18,204,000
Project Phase being requested	PA/ED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	January 2009
Month/year being requested for MTC Commission approval of allocation	February 2009

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Status of Previous Allocations (if any)**

Work is progressing well with the previous allocations.

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Workplan**

Workplan in Alternate Format Enclosed

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	N. Connector	Final ED	05/08 (A)
2	N. Connector	Final Design	02/09
3	N. Connector	Right of Way Acquisition	05/09
4	N. Connector	Construction	08/11
5	I-80 HOV Lanes	Final ED	04/07 (A)
6	I-80 HOV Lanes	Final Design	01/08 (A)
7	I-80 HOV Lanes	Construction	12/09
8	I-80 EB Truck Scales	Draft ED	01/09
9	I-80 EB Truck Scales	Final ED	12/09
10	I-80/I-680/SR12 I/C	Draft ED	09/09
11	I-80/I-680/SR12 I/C	Final ED	03/10

(A) = Actual Date

**Impediments to Allocation Implementation**

No impediments. The STA is prepared to move expeditiously to complete the construction of the N. Connector Project. This is the highest priority project for the STA.

**VI. RM-2 FUNDING INFORMATION**

**RM-2 Funding Expenditures for funds being allocated**

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

**Next Anticipated RM-2 Funding Allocation Request**

April 2009 – R/W Acquisition for the I-80 Eastbound Truck Scales project

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **VIII. CONTACT / PREPARATION INFORMATION**

#### **Contact for Applicant's Agency**

Name: Janet Adams  
Phone: (707) 424-6010  
Title: Director of Projects  
E-mail: jadams@sta-snci.com

#### **Information on Person Preparing IPR**

Name: Dale Dennis  
Phone: (925) 686-0619  
Title: STA Project Management Consultant  
E-mail: dodennis@dataclonemail.com

#### **Applicant Agency's Accounting Contact**

Name: Susan Furtado  
Phone: (707) 424-6075  
Title: Accounting Manager  
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

# Instruction Sheet

## **Cover Page**

**Project Title and Number** - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

**Allocation History and Current Allocation Request**- Include information on past allocations and current allocation request. Add additional entries as necessary.

## **I. Overall Project Information**

**Project Title**- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

**Project Sponsor/ Co-sponsor(s)/Implementing Agency**- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

**Project Purpose**- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

**Project Description**- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

**Impediments to Project Completion** - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

## **Regional Measure 2 – INITIAL PROJECT REPORT**

**Operability-** Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

### **II. Project Phase and Status**

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

### **III. Total Project Budget Information**

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

### **IV. Project Schedule**

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

### **V. Allocation Request Information**

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

**Status of Previous Allocations** - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

## **Regional Measure 2 – INITIAL PROJECT REPORT**

**Workplan** - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

**Impediments to Allocation Implementation** - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

### **VI. RM-2 FUNDING INFORMATION**

**RM-2 Funding Spreadsheet** - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

**Next Anticipated RM-2 Funding Allocation Request** - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

### **VII. GOVERNING BOARD ACTION**

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

### **VIII. CONTACT / PREPARATION INFORMATION**

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

**RM-2 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	4/30/2008	12,000	-
	STIP	8/31/2005	400	-
	RM2 (I-80 HOV Lanes)	12/31/2008	4,475	-
	RM2 (I-80/I-680 Interchange)	11/30/2008		
	RM2 (I-80 EB Truck Scales)	11/30/2008		
	RM2 (North Connector)	11/30/2008		
PS&E	RM2 (I-80 HOV Lanes)	11/30/2008		
	Local (North Connector)	11/30/2008	2,300	-
	RM2 (North Connector)	11/30/2008		
R/W	RM2 (North Connector)	11/30/2008		
	Local (North Connector)	11/30/2008	1,000	-
CON / Operating	RM2 (I-80 HOV Lanes - GVB)	11/30/2008		
	Local (North Connector)	11/30/2008	9,000	9,900
	RM2 (North Connector)	11/30/2008		
Total to date (in thousands)			29,175	9,900

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 7  
Date: 12/24/2008



DATE: January 6, 2008  
TO: STA Board  
FROM: Johanna Masclat, Clerk of the Board  
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

**Discussion:**

Attached is the STA Board meeting schedule for Calendar Year 2009.

**Fiscal Impact:**

None.

**Recommendation:**

Adopt the STA Board Meeting Schedule for 2009.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2009



**STA BOARD MEETING SCHEDULE**  
**Calendar Year 2009**  
**(Meets on the 2<sup>nd</sup> Wednesday of Every Month)**

<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>STATUS</b>
January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 11	6:00 p.m.	STA 12 <sup>th</sup> Annual Awards	TBD	Pending
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: December 23, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Measure 2 (RM 2) Implementation Plan

**Background:**

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

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

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

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

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

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

park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority.

The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.

**Discussion:**

Solano County has eight (8) intermodal projects funded with nearly \$89 million of RM 2 and Bridge Toll funds. Over the past two months, presentations were made to the Board by the project sponsors. The presentations provided an overview on the scope, cost and general schedule of the projects. The project sponsors for these projects are the cities of Benicia, Fairfield, Vacaville, and Vallejo. These specific projects are:

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

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

The Project currently has \$59 million in a combination of federal, state, regional and local funds as follows:

- \$8 m in Federal (Federal Transit Assistance (FTA)) funds
- \$14 m in State (State Transportation Improvement Program (STIP)) funds
- \$28 m in Regional (RM 2) funds
- \$5 m in Local funds (Impact Fees)
- \$4 m in Federal (Economic Development Administration (EDA)) (Pending)

The City of Vallejo presented a phasing concept of the project that would utilize the \$59 million of existing funds as part of the first phase. Constructions on the Phase 1 elements are as follows:

- Bus Transit Center: March/April 2009 – Spring 2010 (EDA grant may delay)
- Parking Structure Initial Phase: Summer 2009 – Early 2011

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

A Site Analysis & Concept Design Study for the Curtola Transit Center was recently completed that determined that construction of a parking structure at the existing site was the most cost effective use of these RM2 funds. The facility has been scoped to ultimately provide for 1,404 parking spaces on site and complete separation of the bus, private vehicle and pedestrian

movements. The project has been scoped to be built in 3 phases, with the first phase providing a parking structure that will increase the on-site parking from 485 to 694 spaces. This initial phase has been estimated to cost \$16 million. However, with the existing RM 2 funding at \$11.75 million, if additional funding cannot be secured, the City has committed to refining the scope of the phase 1 project to match with the funds currently available. The current schedule is for construction on the first phase project to begin in the spring of 2010 after the environmental clearance and final design has been completed.

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

The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The scope consists of:

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

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

Currently, the time schedule for implementation on both of these facilities specified these two (2) projects can go to construction in late 2010 which includes time for extensive public participation in the City.

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

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, has been built. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No activity on this project. The City presented its vision to construct a small park-n-ride lot adjacent to this new bus stop. The City has not provided any specific schedule for implementing this project.

*Fairfield Transportation Center (Total Project Cost \$16,000,000 - RM 2 Funding \$7,750,000)*

The environmental document has been completed. The City is considering phasing and financing options for the project. MTC and STA staff are interested in working with the City and Caltrans to refine the ultimate vision for the Intermodal Center including circulation of buses and bicycle and pedestrian access in addition, to the additional parking needs of the Center. In order to move forward with no re-work, staff would like to discuss the design of the project before additional funds are pursued..

*Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$40,000,000 - RM 2 Funding \$20,996,000, Bridge Toll \$9 million)*

The City of Fairfield has reaffirmed the location of the facility to be at the Peabody/Vanden intersection. The City is expecting to release the administrative draft of the environmental document in January 2009 and the final document in March. On December 1, 2008, MTC announced the commitment of \$9 million of bridge toll funds to fully fund this project. The

Fairfield City Council awarded a consultant services agreement for Project Management on December 16, 2008 and the City expects to award another contract to begin final design in August 2008. With full funding and a Project Manager on board, the City expects to begin construction by 2011.

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

With a recent additional contribution of Congestion Mitigation Air Quality (CMAQ) funds to the project by STA and MTC, this phase is fully funded. The total CMAQ funds for the project are \$3,028,000. Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Construction is expected to begin in mid 2009 for the Phase 1 Project.

On November 12, 2008 MTC's Programming and Allocations Committee included an informational item regarding the RM 2 implementation status. Solano County Express Bus Intermodal Facilities was being presented as "At Risk" and the Regional Express Bus North project category was being presented as "Unallocated". Two of the RM 2 Intermodal projects in the county are not fully funded, however, the City of Vallejo has stated that, if additional funding cannot be secured, they will scope the first phase of the project at Curtola to stay within the funding currently available. The City of Fairfield's Transportation Center is not fully funded and the ultimate design for the Center needs to be confirmed with all stakeholders. The three Benicia Projects have not yet begun any engineering work, however the City Council is supportive of moving forward with the three projects as identified.

To insure the Board that the fully funded projects continue to move forward to construction and the under funded projects are scoped appropriately, staff will be seeking to develop an Implementation Plan with the partnership of the local project sponsors. While the RM 2 legislation does not have required implementation deadlines for the projects, and MTC and STA are strongly encouraging the project sponsors and recipients implement the planned projects in a timely manner for the public benefit. As part of the development of the Implementation Plan, a consideration of overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project, reality of funding for any outstanding funding needs of the project, safety of the improvements, and transit, bicycle and pedestrian access will all be considered. Once developed, this Plan would be presented to MTC for any required follow-up actions.

At the December 17, 2008 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.

**Fiscal Impact:**

None

**Recommendation:**

Direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.



DATE: January 6, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Federal Economic Stimulus Submittal for Transportation in Solano County

**Background:**

The economy across the country has continued to decline. In reaction to this decline, the federal government has requested local governments, state, and regional transportation agencies to submit projects that would stimulate the economy by producing jobs. One of the sectors being solicited is infrastructure, specifically transportation, including transit capital projects.

Although there is currently not a federal bill to review and submit specific projects that would fit the guideline requirements, the stakeholders have been asked to submit projects that would be candidates for this federal stimulus bill. It is expected the newly elected president will sign a stimulus bill as early as January 2009. Many implementation issues remain unclear and must be worked out prior to any distribution of the funds. Specifically, the distribution method, including which authority is responsible for the distribution and how the funds are distributed between Caltrans, the Metropolitan Planning Organizations (MPO's) and the local cities and counties. With the signing of the bill eminent, project sponsors have submitted a wide range of projects at the request of Caltrans. In early and mid December, Caltrans requested a list of transportation projects to be submitted by December 17, 2008. STA compiled a comprehensive list on behalf of all the local sponsors in the county and did submit the project list to Caltrans by the requested deadline.

**Discussion:**

The attached list (Attachment A) is the comprehensive project list submitted to Caltrans on behalf of the county. The list includes projects that can be delivered in 90 days, 120 days, 180 days, 1 year and 2 years. The projects range from rehabilitation of local streets, transit capital, bike/pedestrian, capacity expansion and highway projects. The total value of need for these submitted projects for the county is over \$520 million.

Once a more defined framework of the federal bill exists, the STA will need to quickly adopt a priority for these projects. It is expected that by the January Technical Advisory Committee (TAC) meeting, this prioritization process will begin. The prioritization process will need to include deliverability of the project within a fixed timeline, countywide equity, consideration of public benefit (greatest bang for the buck), and job creation.

**Fiscal Impact:**

None, as this action does not affect any expenditure of funds by the STA. However, should the STA be successful in being the lead for a new project funded by this pending federal economic stimulus bill, it would add an additional project to STA's Overall Work Program.

**Recommendation:**

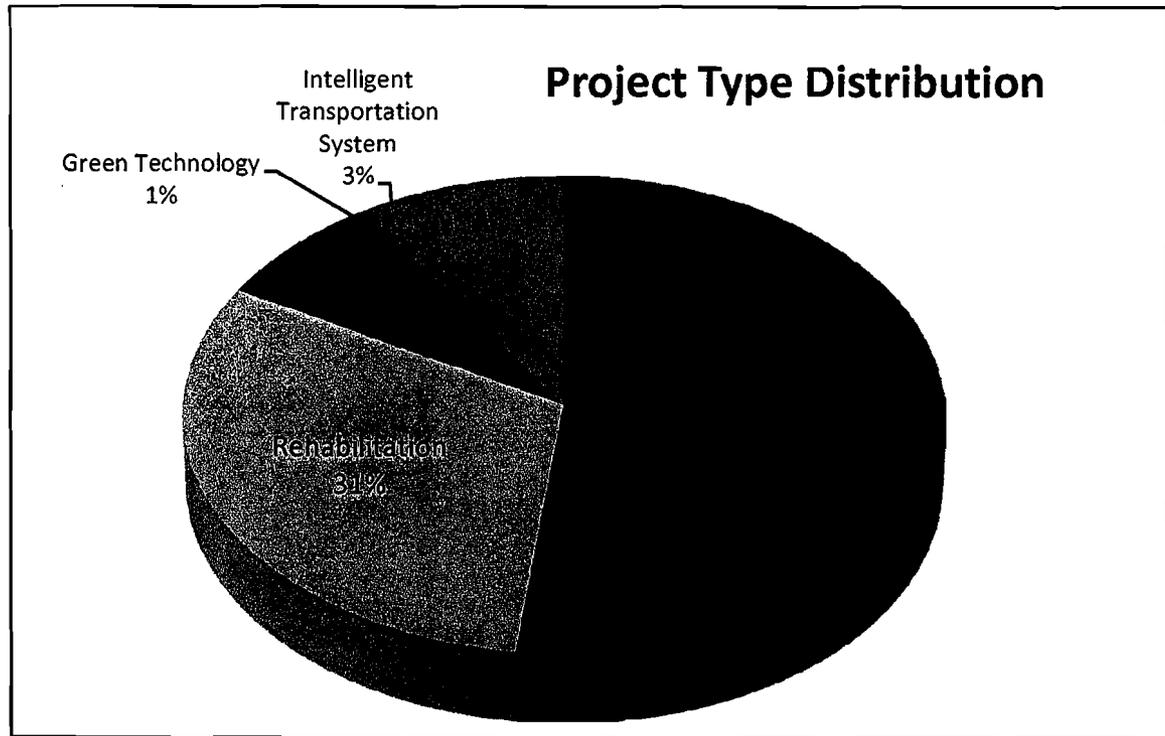
Adopt the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment A.

**Attachment:**

A. December 17, 2008 Federal Economic Stimulus Solano County Project List for Transportation

	Number of Project Submitted	Total Project Cost	Total Shortfall
STA	4	\$ 425,000,000	\$ 270,000,000
Vallejo	28	\$ 182,290,000	\$ 152,897,000
Fairfield	16	\$ 44,075,000	\$ 44,075,000
Benicia	4	\$ 23,484,000	\$ 20,971,000
Solano County	4	\$ 15,478,000	\$ 14,515,000
Vacaville	9	\$ 24,141,000	\$ 10,753,000
Dixon	4	\$ 3,697,000	\$ 3,697,000
Suisun	6	\$ 3,718,200	\$ 2,692,200
Rio Vista	2	\$ 500,000	\$ 500,000
<b>Total</b>	<b>77</b>	<b>\$ 722,383,200</b>	<b>\$ 520,100,200</b>

Project Type	
Capacity Expansion	21
Enhancement	19
Rehabilitation	24
Maintenance	5
Green Technology	1
Intelligent Transportation System	2
Other	5
<b>Total</b>	<b>77</b>



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**Proposed Economic Stimulus Projects**

County/City	Project Description	Project Mode	Type of Project	Project(s) Cost	Existing Commitment (If known)			Shortfall	Minimum Number of Days to Project Contract
					Local	State	Federal		
Solano/Highway (I-80/SR 12)	I-80/I-680/SR 12 Interchange - Construct WB 80 to SR 12 West Connector, restruct Green Valley OC, construct Red Top.SR 12 Interchange	Highway	Reconstruction/Capacity Expansion	200,000,000	118,000,000	20,000,000	15,277,000	\$45,000,000	2 yrs
Solano/Highway	I-80 WB Cordelia Truck Scales Relocation	Highway/Truck Scales	Reconstruction/Capacity Expansion	150,000,000				150,000,000	2 yrs
Solano/Unincorporated County	North Connector - West End	Local Road	Capacity Increasing	40,000,000				40,000,000	2 yrs
Solano/Vacaville	Jepson Parkway Project	Local Road	Capacity Increasing	35,000,000				35,000,000	2 yrs
Solano/Benicia	State Park Road Bike/Ped Bridge project - 188 foot long bicycle/pedestrian bridge over I-780	Bicycle/Pedestrian	Enhance	\$ 3,513,000	\$ 842,000	\$ 960,000	\$ 711,000	\$ 1,000,000	120 Days
Solano/Benicia	Collector Road Rehabilitation Project - Resurface and Crack/slurry seal 12 miles of collector roads	Local streets and roads	Rehabilitation	\$ 1,799,000	\$ -	\$ -	\$ -	\$ 1,799,000	120 Days
Solano/Benicia	Minor Arterial Rehabilitation project - Resurface and crack/slurry seal 19.75 miles of minor arterial streets	Local streets and roads	Rehabilitation	\$ 6,307,000	\$ -	\$ -	\$ -	\$ 6,307,000	120 Days
Solano/Benicia	Major Arterials Rehabilitation - Resurface and crack/slurry seal 25 miles of major arterial streets	Local streets and roads	Rehabilitation	\$ 11,865,000	\$ -	\$ -	\$ -	\$ 11,865,000	120 Days
Solano/Dixon	Street Paving Rehabilitation Project	Local streets and roads	Rehabilitation	\$ 1,100,000				\$ 1,100,000	120 Days
Solano/Dixon	ADA Curb Ramps and Sidewalk Improvements	Bicycle/Pedestrian	Rehabilitation	\$ 1,392,000				\$ 1,392,000	90 Days
Solano/Dixon	Traffic Signal Project	Local streets and roads	Other	\$ 705,000				\$ 705,000	180 Days
Solano/Dixon	Paving Rehabilitation in City Park Parking Lots	Local streets and roads	Rehabilitation	\$ 500,000				\$ 500,000	90 Days
Solano/Fairfield	Traffic Signal Pre-emption Project Phase II - Install Public Safety Vehicle Pre-emption at Traffic Signals	Local streets and roads	Rehabilitation	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000	120 Days
Solano/Fairfield	Manuel Campos Traffic Signal Installation - Traffic Signals on Manuel Campos at Paradise Vly Dr & Mystic Dr	Local streets and roads	Enhancement	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000	120 Days
Solano/Fairfield	Manual Campos Parkway Extension - Manuel Campos Parkway from Mystic Dr to Dickson Hill Rd	Local streets and roads	Capacity Expansion	\$ 7,000,000	\$ -	\$ -	\$ -	\$ 7,000,000	120 Days
Solano/Fairfield	McGary Road Rehabilitation - Resurface McGary Road from Red Top Road to City Limits	Local streets and roads	Rehabilitation	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000	120 Days
Solano/Fairfield	Neitzel Road Rehabilitation - Resurface Neizel Rd from Suisun Valley Rd to Business Center Dr	Local streets and roads	Rehabilitation	\$ 800,000	\$ -	\$ -	\$ -	\$ 800,000	120 Days
Solano/Fairfield	Cordelia Road Rehabilitation - Resurface south half of Cordelia Road	Local streets and roads	Rehabilitation	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000	120 Days
Solano/Fairfield	East-West Water Transmission Line Segment 6B - Install 36" Pipeline in Claybank Rd from Quail Dr to E. Tabor Ave	Local streets and roads	Capacity Expansion	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000	120 Days
Solano/Fairfield	East-West Water Transmission Line Segment 3 - Install 36" Pipeline in Broadway St. from Union St to	Local streets and roads	Capacity Expansion	\$ 2,400,000	\$ -	\$ -	\$ -	\$ 2,400,000	120 Days

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**Proposed Economic Stimulus Projects**

County/City	Project Description	Project Mode	Type of Project	Project(s) Cost	Existing Commitment (If known)			Shortfall	Minimum Number of Days to Project Contract
					Local	State	Federal		
Solano/Rio Vista	Rio Vista Sacramento River Boat Dock - Replace river boat dock and install restrooms	Ferry	Enhancement	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	120 Days
Solano/Rio Vista	Street Rehabilitation throughout the City - Asphalt Rubber Chip Seal of various collectors throughout the City	Local streets and roads	Rehabilitation	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	120 Days
Solano County	Vacaville – Dixon Bicycle Route Phase 3+ (Pitt School Road) - Complete Pitt School Road portion of Vacaville – Dixon Bicycle Route	Bicycle/Pedestrian	Enhancement	\$ 1,078,000	\$ 126,000	\$ -	\$ 337,000	\$ 615,000	120 Days
Solano County	Old Town Cordelia Improvement Project - Construct path and road improvements on Cordelia Road	Bicycle/Pedestrian	Enhancement	\$ 2,000,000	\$ -	\$ -	\$ 500,000	\$ 1,500,000	120 Days
Solano County	Grizzly Island Road Bridge Construction Project - Construct a replacement bridge on Grizzly Island Road at Hill Slough	Local streets and roads	Rehabilitation	\$ 4,400,000	\$ -	\$ -	\$ -	\$ 4,400,000	120 Days
Solano County	Various Roadway Rehabilitation - Overlay fifty miles of deteriorated roadways	Local streets and roads	Maintenance	\$ 8,000,000	\$ -	\$ -	\$ -	\$ 8,000,000	120 Days
Solano/Suisun City	Central County Bikeway Gap Closure (Main St. Portion) - Suisun Fairfield Intermodal Depot to Marina Boulevard	Bicycle/Pedestrian	Capacity Expansion	\$ 1,258,500	\$ 433,000	\$ 593,000	\$ -	\$ 232,500	90 Days
Solano/Suisun City	Street Rehabilitation throughout the City - Asphalt Rubber Chip Seal of various collectors throughout the City	Local streets and roads	Rehabilitation	\$ 350,000	\$ -	\$ -	\$ -	\$ 350,000	90 Days
Solano/Suisun City	Sunset Avenue Street Resurface-Phase 1 - Hwy 12 to Merganser Drive	Local streets and roads	Rehabilitation	\$ 415,000	\$ -	\$ -	\$ -	\$ 415,000	90 Days
Solano/Suisun City	Sunset Avenue Street Resurface-Phase 2 - Merganser Drive to Pintail Drive	Local streets and roads	Rehabilitation	\$ 464,000	\$ -	\$ -	\$ -	\$ 464,000	90 Days
Solano/Suisun City	Sunset Avenue Street Resurface-Phase 3 - Pintail Drive to Railroad Avenue	Local streets and roads	Rehabilitation	\$ 730,700	\$ -	\$ -	\$ -	\$ 730,700	90 Days
Solano/Suisun City	Main Street Pavement Rehab, Solano to Driftwood, east side - Repair lateral crack length of Main Street with other infrastructure repairs, Solano to Driftwood, east side	Local streets and roads	Rehabilitation	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	120 Days
Solano/Vacaville	Resurface 3 miles of various collector and arterial roads	Local streets and roads	Rehabilitation	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 1,800,000	180 Days
Solano/Vacaville	Slurry seal 43 miles of City streets	Local streets and roads	Rehabilitation	\$ 2,200,000	\$ -	\$ -	\$ -	\$ 2,200,000	180 Days
Solano/Vacaville	Opticom Pre-emption Project: used in conjunction with the City's fixed route buses and emergency vehicles at an additional 40 signalized intersections across Vacaville for improved transit efficiency and improved emergency response.	Local streets and roads	Enhancement	\$ 459,000	\$ 190,000	\$ -	\$ -	\$ 269,000	120 Days
Solano/Vacaville	Widen the southbound I-505 off-ramp and Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps/Vaca Valley Parkway Intersection.	Highway	Other	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 1,800,000	2 Years

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**Proposed Economic Stimulus Projects**

County/City	Project Description	Project Mode	Type of Project	Project(s) Cost	Existing Commitment (If known)			Shortfall	Minimum Number of Days to Project Contract
					Local	State	Federal		
Solano/Vacaville	Widen west side of Davis Street from Hickory Lane to Bella Vista Avenue to provide two lanes in each direction.	Local streets and roads	Capacity Expansion	\$ 1,530,000	\$ -	\$ -	\$ -	\$ 1,530,000	1 Year
Solano/Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program - \$600,000 to include several additional conversions (via CARB authorized upfitters) of new City fleet vehicles to dedicated compressed natural gas vehicles	Transit Operations	Other	\$ 1,087,000	\$ 87,000	\$ -	\$ 400,000	\$ 600,000	90 Days
Solano/Vacaville	Peabody Road/Marshall Road Pedestrian Safety Improvements - Construct pedestrian enhancements at the northwest corner of Peabody and Marshall Roads	Local streets and roads	Enhancement	\$ 560,000	\$ 210,000	\$ 40,000	\$ 150,000	\$ 160,000	120 Days
Solano/Vacaville	Construct a Class I bike path to extend the Ulatis Creek Bike Path from Ulatis Drive to Lelsure Town Road.	Bicycle/Pedestrian	Enhancement	\$ 1,001,000	\$ 120,000		\$ 37,000	\$ 844,000	2 Years
Solano/Fairfield	Red Top Road Park-N-Ride Lot - Construction of a Park-N-Ride Lot north of Highway 80.	Transit Bus	Capacity Expansion	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000	120 Days
Solano/Fairfield	Bus Stop Improvements - Improve Bus Stops Including ADA Access	Transit Bus	Enhancement	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 2,100,000	120 Days
Solano/Fairfield	Transit Vehicle Wash System - Purchase & Install Vehicle Wash System	Transit Bus	Maintenance	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000	120 Days
Solano/Fairfield	GFI Fareboxes/counters for transit vehicles	Transit Bus	Enhancement	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000	120 Days
Solano/Fairfield	Ticketing Kiosks at major transfer points	Transit Bus	Enhancement	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000	120 Days
Solano/Fairfield	MCI bus replacement (21)	Transit Bus	Rehabilitation	\$ 12,600,000	\$ -	\$ -	\$ -	\$ 12,600,000	1 Year
Solano/Fairfield	Urban Coach replacement 19 Hybrid	Transit Bus	Green Technology	\$ 6,650,000	\$ -	\$ -	\$ -	\$ 6,650,000	1 Year
Solano/Fairfield	Parking management system	Transit Facilities	Intelligent Transportation System	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	120 Days
Solano/Vacaville	Vacaville Intermodal Station - Construct a transit center with 10 bus bays, approximately 200 parking spaces, pedestrian amenities, architectural elements, and a photovoltaic system.	Transit Bus	Capacity Expansion	\$ 13,704,000	\$ 9,126,000	\$ -	\$ 3,028,000	\$ 1,550,000	120 Days
Solano/Vallejo	Downtown Streetscape	Bicycle/Pedestrian	Enhancement	\$ 14,400,000		\$ 580,000		\$ 13,820,000	120 Days
Solano/Vallejo	Street Overlay	Local streets and roads	Maintenance	\$ 8,500,000				\$ 8,500,000	120 Days
Solano/Vallejo	Vallejo Station Parking Structure	Ferry	Capacity Expansion	\$ 30,000,000				\$ 30,000,000	180 Days
Solano/Vallejo	Northeast Vallejo Infrastructure	Local streets and roads	Maintenance	\$ 2,200,000				\$ 2,200,000	180 Days
Solano/Vallejo	Columbus Pkwy (Benicia to Springs Road)	Local streets and roads	Capacity Expansion	\$ 12,500,000				\$ 12,500,000	365 Days
Solano/Vallejo	Curtola Transit Facility	Transit Bus	Capacity Expansion	\$ 17,000,000		\$ 12,000,000		\$ 5,000,000	365 Days
Solano/Vallejo	HWY 37 Mare Island Interchange	Highway	Capacity Expansion	\$ 4,200,000				\$ 4,200,000	180 Days
Solano/Vallejo	Street Light Enhancement	Local streets and roads	Enhancement	\$ 1,600,000				\$ 1,600,000	180 Days
Solano/Vallejo	At-Grade RR Crossings - City & Mare Island	Goods Movement	Enhancement	\$ 11,500,000				\$ 11,500,000	365 Days
Solano/Vallejo	Railroad Ave North - Mare Island	Local streets and roads	Capacity Expansion	\$ 5,400,000				\$ 5,400,000	180 Days
Solano/Vallejo	Railroad Ave South - Mare Island	Local streets and roads	Capacity Expansion	\$ 11,700,000				\$ 11,700,000	180 Days
Solano/Vallejo	G Street - Mare Island	Local streets and roads	Capacity Expansion	\$ 3,000,000				\$ 3,000,000	180 Days
Solano/Vallejo	Walnut Avenue - Mare Island	Local streets and roads	Capacity Expansion	\$ 8,250,000				\$ 8,250,000	180 Days
Solano/Vallejo	Azuar North - Mare Island	Local streets and roads	Capacity Expansion	\$ 6,450,000				\$ 6,450,000	180 Days
Solano/Vallejo	Mare Island Ferry Maintenance Facility	Ferry	Rehabilitation	\$ 24,000,000		\$ 11,050,000	\$ 5,323,000	\$ 7,627,000	365 Days

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DATE: December 23, 2008  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Solano Routes of Regional Significance

**Background:**

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” map. The map illustrated “significant” routes that were deemed critical for maintaining existing mobility between and through cities and the county. The entire interstate and state highway system in Solano County was included, plus those existing local arterials that provide major points of access to the State highway system. In addition, the Routes of Regional Significance contain arterials that provided regional connections between communities and key transportation facilities.

The Routes of Regional Significance map was used for the initial traffic analysis for the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was later used to update the Solano County Traffic Demand Model and was re-adopted without change in May 2005 as part of the 2005 CTP (See Attachment A for current Routes of Regional Significance map).

When the Routes of Regional Significance map was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional “reliever routes”, frontage roads, arterials or major collector roads to this system was discussed briefly during STA Technical Advisory Committee (TAC) meetings in late 2006 and on January 31, 2007. However, it was determined by staff and the TAC that the Routes of Regional Significance would be updated as part of the 2008 CTP process, which began in January 2008.

**Discussion:**

The primary function of the STA’s Routes of Regional Significance remains the same, they are the routes deemed critical for maintaining existing mobility between and through cities and the county. However, in response to the CTP goals adopted by the STA Board on May 16, 2008, followed by the adoption of the CTP’s Arterials, Highways, and Freeways Element goals, the STA’s Routes of Regional Significance has become an important component in prioritizing funding for the roadway networks in Solano County.

The goals include added benefits for road segments incorporated in the Solano Routes of Regional Significance, such as:

1. Being eligible for the STA’s 50/50 Funding Policy (STA’s 50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities).

2. Maintaining a minimum Pavement Condition Index (PCI) of 63.
3. Constructing improvements to accommodate transit routes and bicycle and pedestrian facilities consistent with MTC's Routine Accommodations for Non-motorized Vehicles.

In addition, the Solano Routes of Regional Significance will be the focus areas for project eligibility for the upcoming Regional Traffic Impact Fee.

On September 10, 2008 the Arterials, Highways, and Freeways Committee reviewed the criteria and unanimously approve the following criteria for new roadway segments to be included in the 2008 Routes of Regional Significance:

1. The roadway segment is included in the Solano County Congestion Management Program.
2. Provides access to existing and planned transit centers serving intercity transit.
3. Provides access to a major employment center with significant traffic volumes that justify a separated 2-lane roadway.
4. Provides intercity, freeway to freeway, or freeway to highway connections with significant traffic volumes that justify a separated 2-lane roadway
5. Improves emergency response options.

Attachment B provides further details and examples for each criteria approved by the Committee. STA staff met with city and the County of Solano staff to discuss potential roadway segments that meet the draft Routes of Regional Significance criteria. Input received from these individual meetings are provided in Attachment C and illustrated in Attachment D. In consultation with the cities and the County, there were no new routes proposed that did not reasonably met at least one of the recommended Routes of Regional Significance criteria.

The STA Technical Advisory Committee (TAC) reviewed and recommended the draft Routes of Regional Significance Criteria and roadway segments for Board approval at their September 24, 2008 meeting. The Arterials, Highways, and Freeways Committee also reviewed and recommended this item for Board approval at their December 11, 2008 meeting.

**Recommendation:**

Approve the revised Solano Routes of Regional Significance as shown in Attachments C and D.

**Attachments:**

- A. 2005 Routes of Regional Significance Map
- B. Routes of Regional Significance Criteria
- C. 2008 Routes of Regional Significance Maps
- D. Routes of Regional Significance Roadway Segments



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# Solano Routes of Regional Significance Criteria

(Approved by Arterials, Highways, and Freeways Committee  
on September 10, 2008)

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The STA selected roadway segments that will be included in the Solano Routes of Regional Significance based on the following criteria:

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano. The STA has the authority to withhold gas tax subvention funds for the agency responsible for LOS impacts if the impacts are not addressed in a CMP deficiency plan.

Roadway segments included in the Solano CMP Network are Routes of Regional Significance.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. The Association of Bay Area Governments (ABAG) anticipates a significant increase in population and employment within Solano County and throughout the Bay Area over the next 25 years. The expected increase in Solano County commuters will add pressure on already congested roads. Without added investment in intercity transit services, regional roadways will become increasingly congested thereby adversely impacting the quality of life in Solano County and also its economic vitality.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and planned stations for Dixon and Fairfield/Vacaville
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Efforts to attract and maintain major employers for economic and employment opportunities for Solano County residents are ongoing. Providing sufficient roadway facilities will support major employment centers to be located in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major Solano County based employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente- Vallejo and Vacaville
- Six Flags Discovery Kingdom- Vallejo
- Genetech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano Comprehensive Transportation Plans. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector
- Columbus Parkway

## 5. Improves Countywide Emergency Response

In case of emergency, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Examples of roads that fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- Future North Connector (near I-80 and SR12)

## **Comprehensive Transportation Plan (CTP) Overall Goals Related to Routes of Regional Significance**

On February 13, 2008, the STA Board adopted an overall purpose statement with several corresponding goals as part of the new CTP update.

*CTP Goal #5: The Solano CTP will seek to maintain regional mobility while improving local mobility.*

*CTP Goal #7: Encourage Projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.*

*CTP Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.*

## **Arterials, Highways and Freeways (AHF) Goals Related to Routes of Regional Significance**

*AHF Goal #1: Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA's Routes of Regional Significance.*

*AHF Goal #4: Support funding improvements identified in the STA's Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.*

*AHF Goal #5: Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.*

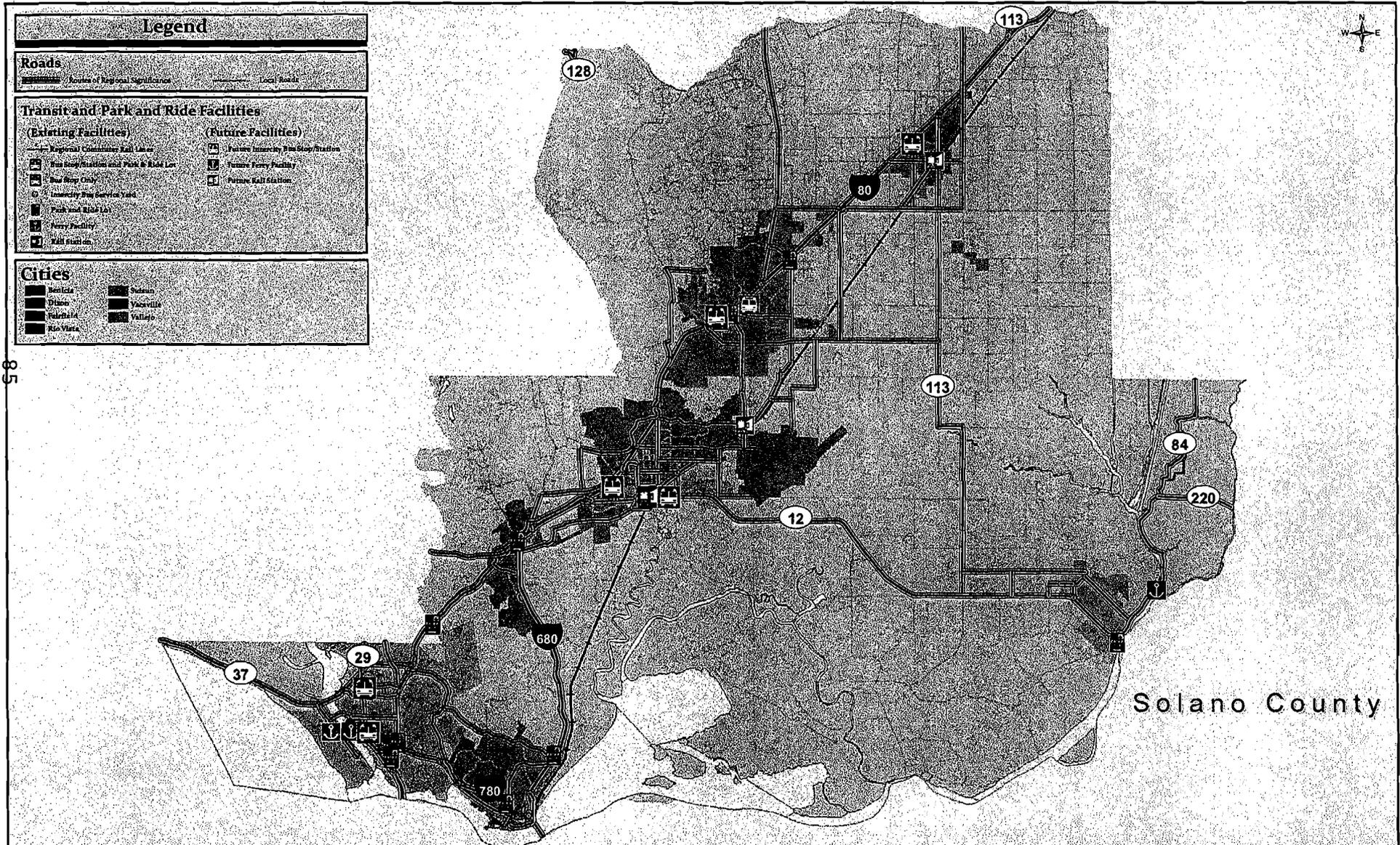
*AHF Goal #6: Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy.*

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# Routes of Regional Significance 2008



SOLANO COUNTY



85

Solano County

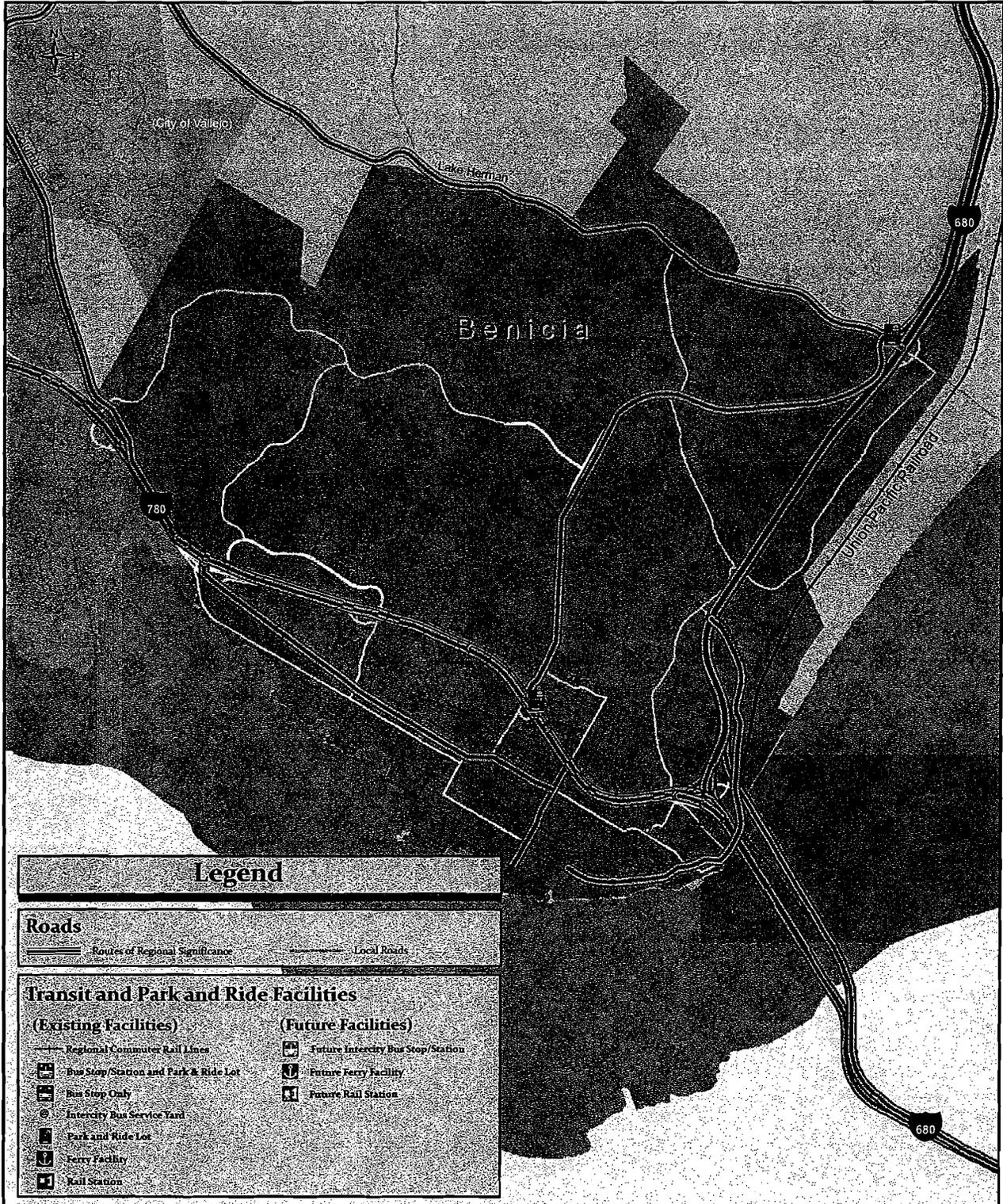
ATTACHMENT C

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# Routes of Regional Significance 2008



CITY OF BENICIA

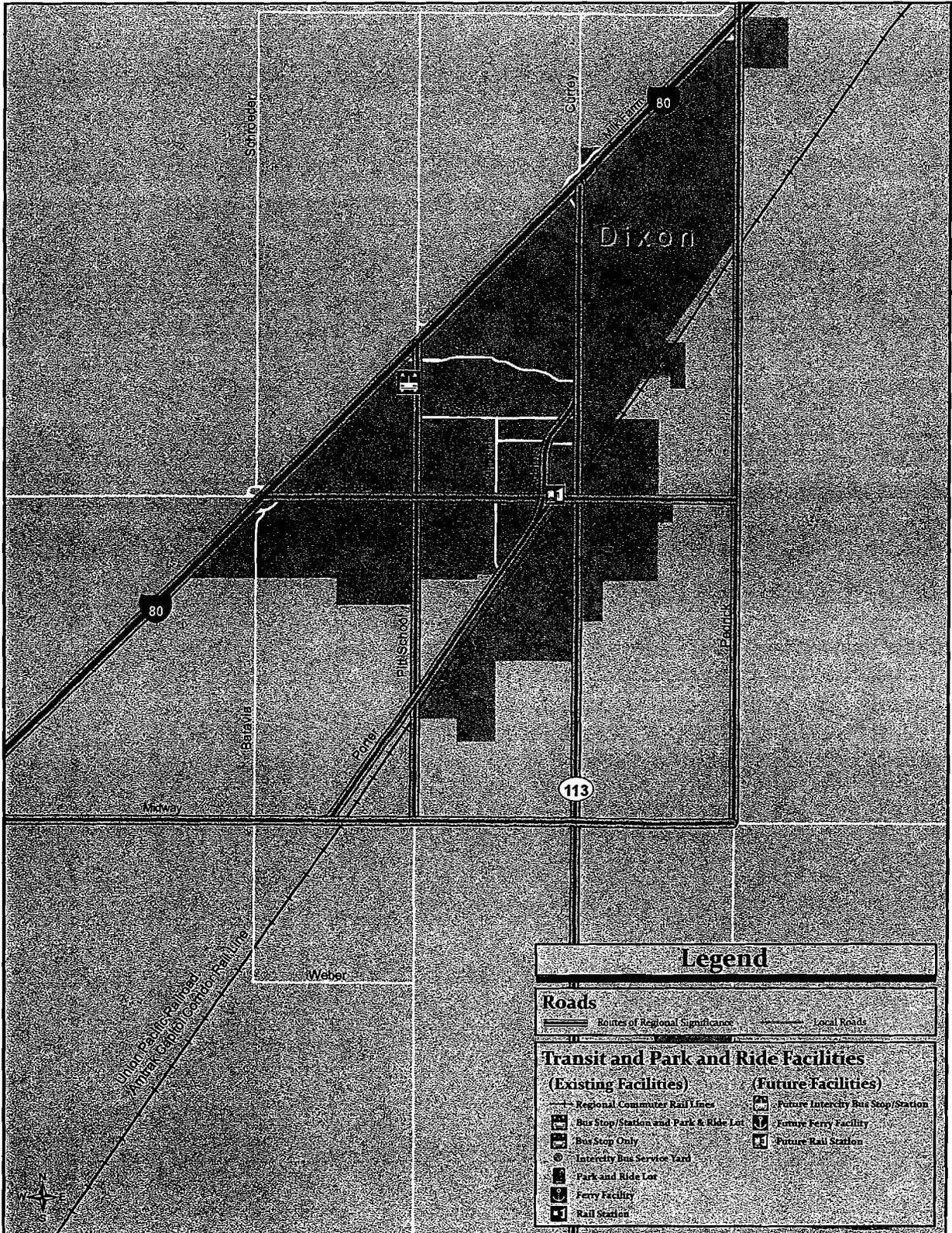


Map Prepared By: STA staff, Sara Woo, (707) 399-3214  
Date: 12/23/08

# Routes of Regional Significance 2008



CITY OF DIXON



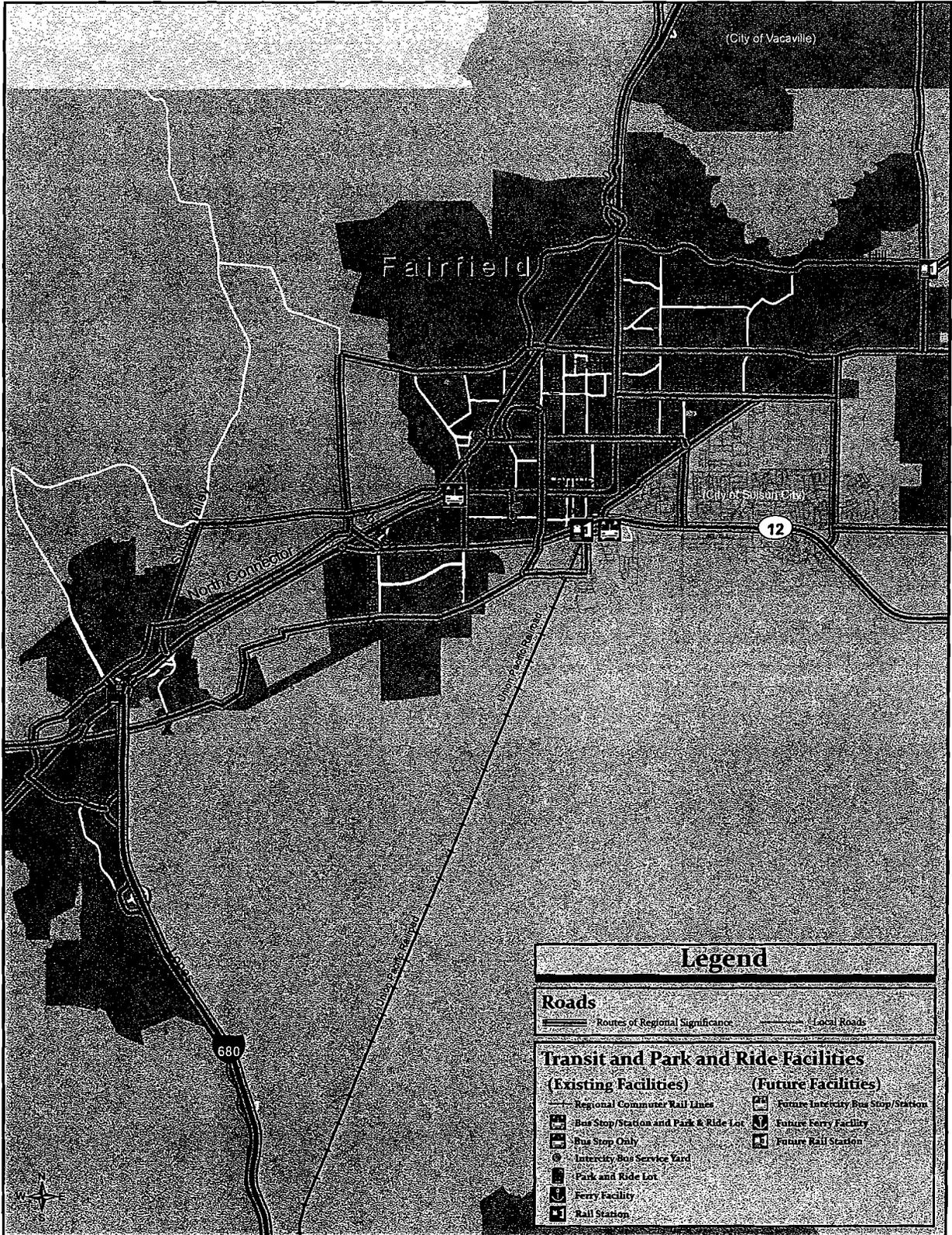
Map Prepared By: STA staff, Sara Woo, (707) 399-3214

Date: 12/23/08

# Routes of Regional Significance 2008



CITY OF FAIRFIELD

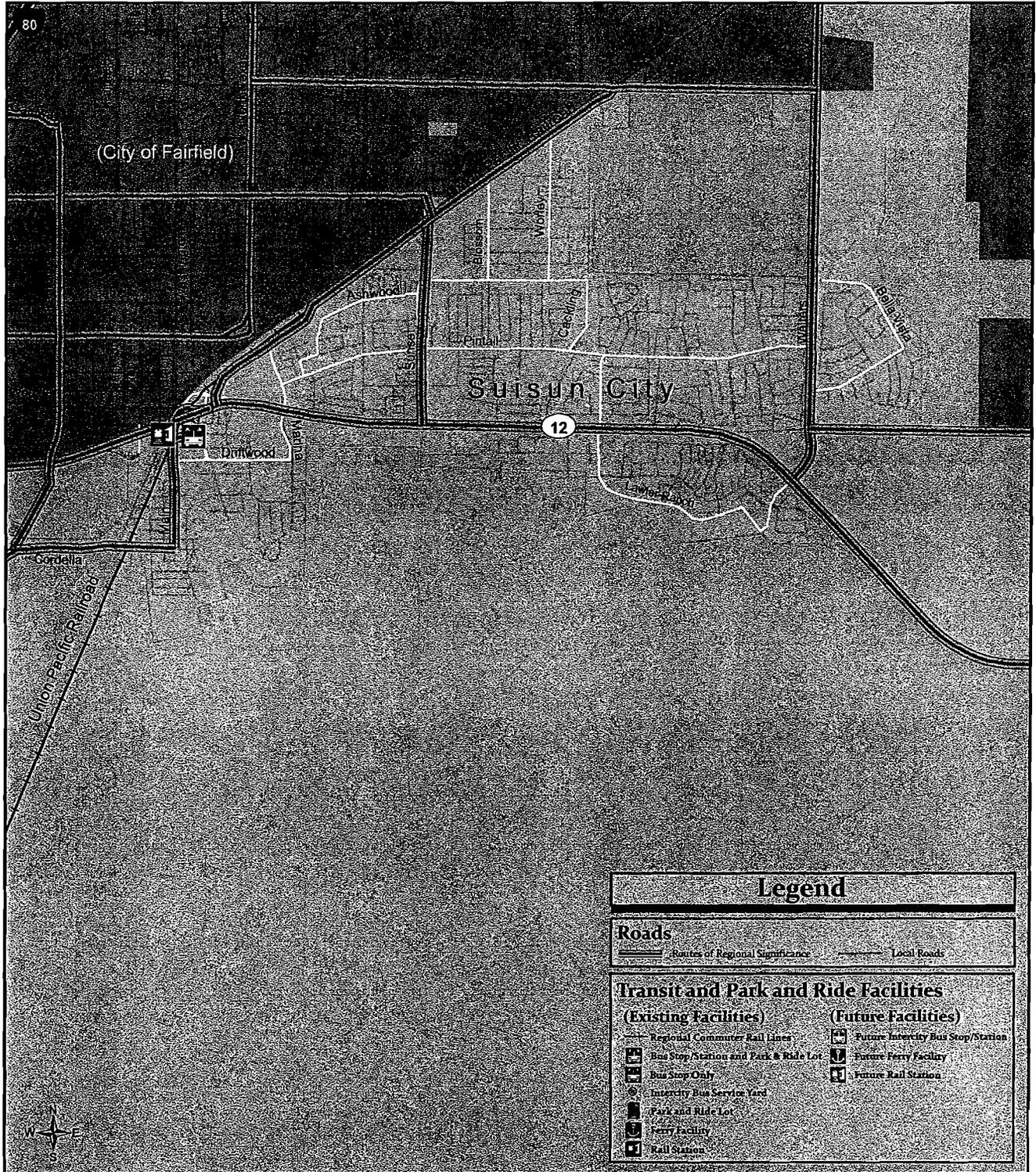




# Routes of Regional Significance 2008



CITY OF SUISUN CITY

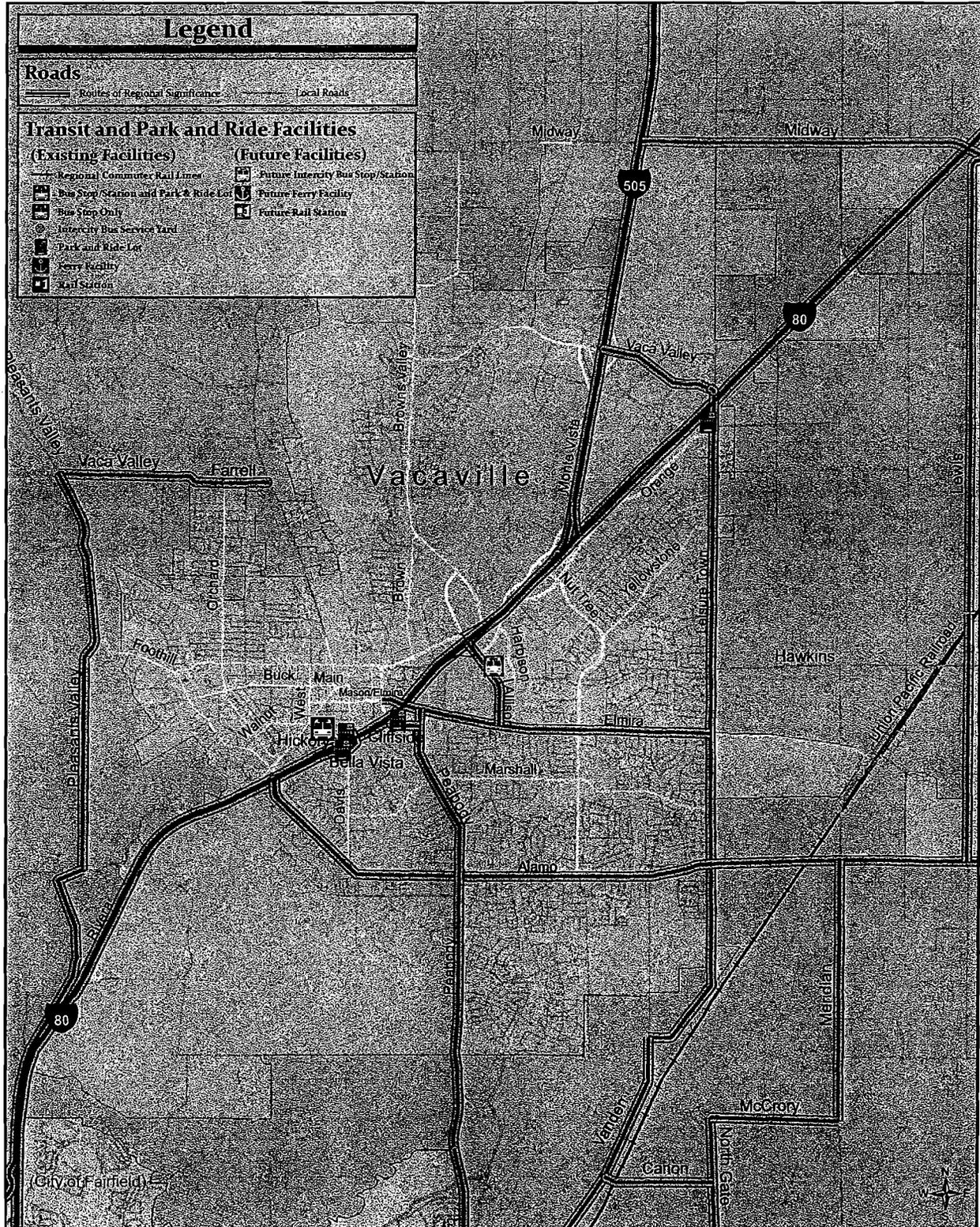


Map Prepared By: STA staff, Sara Woo, (707) 399-3214  
Date: 12/23/08

# Routes of Regional Significance 2008



CITY OF VACAVILLE



Map Prepared By: STA staff, Sara Woo, (707) 399-3214  
Date: 12/23/08

# Routes of Regional Significance 2008



CITY OF VALLEJO



Map Prepared By: STA staff, Sara Woo, (707) 399-3214  
Date: 12/23/08

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# Routes of Regional Significance Roadway Segments

				Criteria				
Location	Route/Roadway	Endpoint A	Endpoint B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/Highway Connection	Improves Countywide Emergency Response Route
Benicia	5th Street	East E Street	I-780				X	
Benicia	Bayshore Drive	Port of Benicia	I-680				X	
Benicia	Columbus Parkway	I-780	Benicia/Vallejo CL				X	
Benicia	East 2nd Street	I-780	Lake Herman Rd/Lopes Rd			X	X	
Benicia	Lake Herman Road	I-680	Benicia CL			X	X	
Benicia	Military East Street	1st Street	East 5th Street	X				
Benicia	Military West Street	I-780	1st Street	X			X	
Caltrans	I-505	Solano County Limit (north)	Interstate 80	X		X	X	
Caltrans	I-680	I-80	Solano County Limit (south)	X	X		X	
Caltrans	I-780	I-80	I-680	X	X		X	
Caltrans	I-80	Solano County Limit (north)	Solano County Limit (south)	X	X			
Caltrans	SR 113	I-80	State Route 12	X	X	X	X	
Caltrans	SR 113	I-80	Solano County Limit (north)	X				
Caltrans	SR 12	I-80	Solano County Limit (east)	X	X			
Caltrans	SR 12 (Jameson Canyon Road)	Solano County Limit (west)	I-80	X			X	
Caltrans	SR 128	in NW corner Solano County	in NW corner of Solano County	X			X	
Caltrans	SR 220	SR 84	Solano County Limit (east)	X			X	
Caltrans	SR 29	I-80	Solano County Limit (north)	X	X			
Caltrans	SR 37	Solano County Limit (west)	Interstate 80	X			X	
Caltrans	SR 84	Solano County Limit (north)	State Route 12	X				
Dixon	A Street/ Dixon Avenue East	I-80	Pedrick Road		X		X	
Dixon	Adams Street	A Street/Dixon Avenue East	SR 113/First Street			X	X	
Dixon	Pedrick Road	Midway Road	Solano County Limit (north)			X	X	X
Dixon	Pitt School Road	I 80	Midway Road		X		X	
Dixon	Porter Road	Midway Road	A Street					

# Routes of Regional Significance Roadway Segments

## Criteria

Location	Route/ Roadway	Endpoint_A	Endpoint_B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/ Highway Connection	Improves Countywide Emergency Response Route
Fairfield	Air Base Parkway	Walters Road	Peabody Road	X		X	X	
Fairfield	Air Base Parkway	Peabody Road	Travis Air Force Base			X	X	
Fairfield	Air Base Parkway	I-80	Walters Road			X	X	
Fairfield	Beck Avenue	I 80	SR 12		X			
Fairfield	Cadenasso Drive	Beck Avenue	Auto Mall Parkway		X			
Fairfield	Cement Hill Road/Manuel Campos Parkway	Peabody Road	I-80				X	
Fairfield	East Tabor Avenue	North Texas Street	Walters Road				X	
Fairfield	Gateway Boulevard	Travis Boulevard	Pennsylvania Avenue		X	X		
Fairfield	Green Valley Road	Business Center Drive	I-80		X			
Fairfield	Gregory Lane	Texas Street	Woolner Avenue		X			
Fairfield	Hilborn Road	Lyon Road	Waterman Boulevard		X			
Fairfield	Lopes Road	GreenValley/I-80 Overcrossing	Fairfield City Limits				X	X
Fairfield	Lyon Road	Fairfield City Limit	Hilborn Road					X
Fairfield	McGary Road	Red Top Road	Fairfield City Limit				X	X
Fairfield	North Connector/Business Center	Fairfield City Limits	Suisun Creek			X	X	X
Fairfield	Peabody Road	Fairfield City Limit	Air Base Parkway	X				
Fairfield	Pennsylvania Avenue	SR 12	Gateway Boulevard				X	
Fairfield	Red Top Road	SR 12	I-680				X	
Fairfield	Suisun Valley Road	I-80	Fairfield City Limit				X	
Fairfield	Sunset Avenue	East Tabor Ave.	Fairfield City Limit				X	
Fairfield	Texas Street	West Texas	North Texas			X	X	
Fairfield	Travis Boulevard	I-80	Sunset Drive				X	
Fairfield	Walters Road	Fairfield City Limit	Air Base Parkway	X				
Fairfield	Waterman Blvd	I-80	Rancho Solano Parkway				X	
Fairfield	Waterman Blvd	Fairfield City Limits	Rancho Solano Parkway					

# Routes of Regional Significance Roadway Segments

				Criteria				
Location	Route/Roadway	Endpoint_A	Endpoint_B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/Highway Connection	Improves Countywide Emergency Response Route
Rio Vista	Airport Road	Liberty Island Road	SR 84				X	X
Rio Vista	Canright Road	Rio Vista City Limit	Liberty Island Road					X
Rio Vista	Front Street	Main Street	SR 84		X			
Rio Vista	Liberty Island Road	Summerset Drive	McCormack Road				X	X
Rio Vista	McCormack Road	Rio Vista City Limit	Liberty Island Road				X	X
Rio Vista	Summerset Drive	SR 12	Liberty Island Road					X
Solano County	Abernathy Road	I-80	Mankas Corner Road				X	
Solano County	Azevedo Road	Canright Road	SR 12				X	
Solano County	Canon Road	Vanden Road	North Gate Road			X		
Solano County	Canright Road	Azevedo Road	Rio Vista City Limit				X	
Solano County	Cherry Glen Road	Lyon Road	I-80				X	X
Solano County	Dixon Avenue East	Dixon City Limit	Pedrick Road				X	X
Solano County	Fry Road	Leisure Town Road	SR 113				X	X
Solano County	Lake Herman Road	Vallejo City Limit	Benicia City Limit				X	X
Solano County	Leisure Town Road	Vanden Road	Vacaville City Limit				X	
Solano County	Lewis Road	Fry Road	I-80				X	X
Solano County	Lopes Road	Fairfield City Limits	Lake Herman Road	X			X	X
Solano County	Lyon Road	Fairfield City Limit	Cherry Glen Road					X
Solano County	Mankas Corner Road	Abernathy Road	Fairfield City Limits				X	
Solano County	McCloskey Road	McCormack Road	SR 12					X
Solano County	McCormack Road	SR 113	Rio Vista City Limit					X
Solano County	McCrorry Road	Meridian Road	North Gate Road				X	X

# Routes of Regional Significance Roadway Segments

				Criteria				
Location	Route/ Roadway	Endpoint_A	Endpoint_B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/ Highway Connection	Improves Countywide Emergency Response Route
Solano County	McGary Road	Fairfield City Limit	Hidden Brooke Parkway					X
Solano County	Meridian Road	McCroxy Road	Fry Road				X	X
Solano County	North Connector	SR 12 (West)	Fairfield City Limit			X	X	X
Solano County	North Connector	Abernathy Road	Fairfield City Limits				X	
Solano County	North Gate Road	McCroxy Road	Travis Air Force Base				X	X
Solano County	Pedrick Road	Midway Road	Yolo County				X	
Solano County	Pennsylvania Road	SR 12	Cordella Road				X	
Solano County	Petersen Road	Suisun City Limit	Suisun City Limit			X		
Solano County	Pitt School	Midway Road	Dixon City Limit				X	
Solano County	Pleasants Valley Road	Cherry Glen Road	Vaca Valley Road				X	
Solano County	Porter Road	Midway Road	Dixon City Limit		X		X	
Solano County	Rockville Road	I-80	Suisun Valley Road				X	
Solano County	Suisun Valley Road	Fairfield City Limit	Rockville Road				X	
Solano County	Vanden Road	Peabody Road	Vacaville City Limit	X	X			
Solano County	Vaca Valley Road	Pleasants Valley Road	Vacaville City Limit				X	
Solano County /Vallejo	Turner/Redwood Overcrossing	Turner Pkwy	Fairgrounds Drive			X		
Solano County/Fairfield	Cordelia Road	Suisun City Limit	I-680				X	
Solano County/Fairfield/Vaca	Peabody Road	Airbase Parkway	Elmira Road	X		X		
Solano County/Vacaville	Midway Road	Leisure Town Road	Pedrick Road				X	X
Suisun City	Cordelia Road	Pennsylvania Avenue	Main Street		X	X		
Suisun City	Lotz Way	Main Street	Marina Boulevard/SR 12		X			
Suisun City	Main Street	Cordelia Road	SR 12		X			

# Routes of Regional Significance Roadway Segments

## Criteria

Location	Route/ Roadway	Endpoint A	Endpoint B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/ Highway Connection	Improves Countywide Emergency Response Route
Suisun City	Petersen Road	Walters Road	Travis Air Force Base South Gate			X		
Suisun City	Railroad Avenue	Main Street	Tabor Avenue		X			
Suisun City	Sunset Avenue	Suisun City Limit	SR 12				X	
Suisun City	Walters Road	Fairfield City Limit	SR 12	X			X	
Vacaville	Alamo Drive	I-80	Leisure Town Road				X	
Vacaville	Allison Drive	Elmira Road	I-80		X			
Vacaville	Bella Vista Road	I-80	Davis Street		X			
Vacaville	Cherry Glen Road	Lyon Road	Pleasants Valley Road				X	
Vacaville	Cliffside Drive	I-80	Peabody Road		X			
Vacaville	Davis Street	Hickory Street	Bella Vista Road		X			
Vacaville	Farrell Road	North Orchard Avenue	Gibson Canyon Road				X	
Vacaville	Hickory Lane	Davis Street	I-80		X			
Vacaville	Leisure Town Road	I-80	Vanden Road				X	
Vacaville	Mason Street/Elmira Road	Depot Street	Leisure Town Road		X			
Vacaville	Midway Road	I-505	Liesure Town Road				X	X
Vacaville	Peabody Road	Elmira Rd	Vacaville City Limit	X		X		
Vacaville	Pleasants Valley Road	Vaca Valley Road	Cherry Glen Road			X		X
Vacaville	Vaca Valley Parkway	I-505	Interstate 80	X		X	X	
Vacaville	Vaca Valley Road	Pleasants Valley Road	North Orchard Avenue		X			
Vallejo	Broadway Street	Vallejo Transit Maintenance Yard	Redwood Street				X	
Vallejo	Columbus Parkway	I-80	Vallejo/Benicia City Limit				X	
Vallejo	Curtola Parkway	Maine Street	I-780/I-80 IC	X	X			
Vallejo	Fairgrounds Drive	Redwood Street	Napa County Line				X	X
Vallejo	Lake Herman Road	Columbus Parkway	Vallejo/Benicia City Limit				X	X
Vallejo	Lemon Street	Curtola Parkway	Sonoma Blvd		X			

# Routes of Regional Significance Roadway Segments

## Criteria

Location	Route/ Roadway	Endpoint_A	Endpoint_B	CMP Network	Access to Existing and Planned Transit Centers Serving Intercity	Access to Major Employer Centers with Higher Traffic Volumes	Intercity and Freeway/ Highway Connection	Improves Countywide Emergency Response Route
Vallejo	Mare Island Causeway	Mare Island Way	Walnut Avenue					X
Vallejo	Mare Island Way	Tennessee Street	Maine Street	X	X			
Vallejo	Marin Street	Curtofa Parkway	York Street		X			
Vallejo	Railroad Avenue	Murphy Lane	SR 37				X	
Vallejo	Redwood Street	I-80	Sacramento Street				X	
Vallejo	Sacramento Street	Redwood Street	SR 37				X	
Vallejo	Sereno Drive	SR 29	Falrgrounds Drive				X	
Vallejo	Tennessee Street	Mare Island Way	I 80	X			X	
Vallejo	Tuolumne Street	Redwood Street	Sereno Drive			X		
Vallejo	Walnut Avenue	SR 37	G Street			X		
Vallejo	York Street	Sacramento Street	SR 29		X			



DATE: January 8, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Final 2009 Legislative Priorities and Platform and Legislative Update

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. Legislative updates from STA's legislative consultants are included (Attachments A and B). On December 10, 2008, the STA Board approved (with amendments) distributing the Draft 2009 Legislative Priorities and Platform for a 21-day review and comment period. Upon adoption, the document will provide policy guidance on transportation legislation and activities during 2009.

**Discussion:**

**2009 STA Legislative Priorities and Platform**

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

The Final 2009 STA Legislative Priorities and Platform (Attachment C) indicates edits from comments received since the last STA Board meeting. A discussion of climate change and policies pertaining to Senate bill (SB) 375 is contained in a separate agenda item.

At the request of STA Chair Spering, staff has agendized for Board consideration adoption of a position on Federal Reauthorization based on the approach taken in Attachment D, "Transportation for Tomorrow" (Executive Summary of the Report of the National Surface Transportation Policy and Revenue Study Commission). Staff is currently drafting a document (Attachment E) for Board consideration and will provide it under separate cover prior to the Board meeting on January 14<sup>th</sup>, after discussion with the Executive Committee on January 12<sup>th</sup> 2009.

**Federal Economic Stimulus**

Staff attended a conference held by Caltrans Director Will Kempton last month to discuss the Federal Economic Stimulus package proposed by the current Congress (110<sup>th</sup>). The Senate and House of Representatives introduced S 3689 and HR 7110 respectively, which were aimed at jumpstarting the economy through investment in "ready to go" transportation projects, which are anticipated to be reintroduced by the next Congress (111<sup>th</sup>). The two bills contain \$10/\$12.8 billion for highway projects, and \$2.5/\$3.6 billion for transit, respectively.

The definition of "ready to go" is still under debate (projects ready to go to contract between 60 and 180 days). Director Kempton has initiated a process to quickly bring together stakeholders in the transportation community to assist in developing parameters for the administration of funding. The process will establish categories through which proposed projects will be submitted using a template similar to the Proposition 1B process. Director Kempton stressed that as many projects as possible will be fast-tracked, with consideration to relax NEPA/ CEQA requirements to expedite project delivery. President-elect Obama told Governor Schwarzenegger that he wants to sign a stimulus package on his first day in office, January 20<sup>th</sup>. Information regarding Solano's submittal of candidate projects for the Federal Economic Stimulus funds (which includes nearly 80 projects proposed by the cities, the county and STA) is included in a separate staff report.

Legislative Lobbying

The 2009 Federal lobbying trip is scheduled for February 3<sup>rd</sup> -5<sup>th</sup>. Susan Lent of Akin Gump (STA's Federal advocacy firm) is currently setting up appointments for several Board members and staff to meet with Solano's representatives in Washington D.C. to request support for Solano County's transportation priorities.

Gus Khouri of Shaw/Yoder (STA's State advocacy firm) is arranging meetings with State legislators and key state agency staff. STA Board members and key community group and business representatives will travel to Sacramento with staff on March 18<sup>th</sup> to urge support for Solano's transportation priorities.

**Recommendation:**

Approve the following:

1. STA's Final 2009 Legislative Priorities and Platform; and
2. STA Federal New Authorization Policies.

Attachments:

- A. Shaw/Yoder State Legislative Update
- B. Akin Gump Federal Legislative Update
- C. STA's Final 2009 Legislative Priorities and Platform
- D. "Transportation for Tomorrow" (Executive Summary of the Report of the National Surface Transportation Policy and Revenue Study Commission)
- E. Draft STA Federal New Authorization Policies (provided under separate cover)



SHAW/YODER, *inc.*  
LEGISLATIVE ADVOCACY

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JANUARY 5, 2008

To: Board Members, Solano Transportation Authority

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

**RE: STATE LEGISLATIVE UPDATE- DECEMBER**

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

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

The Legislative Analyst's Office (LAO) subsequently published a report on November 11<sup>th</sup> which states that the budget shortfall is estimated to be \$27.8 billion over the next 20 months. Furthermore, the LAO went on to mention that the state's revenue collapse is so dramatic and the underlying economic factors are so weak that the forecast is for huge budget shortfalls through 2013-14, absent corrective action. From 2010-11 through 2013-14, a projected annual shortfall in the range of \$22 billion is expected. The legislature met on November 25<sup>th</sup> but was unsuccessful in approving a proposal.

The Governor called for yet another Special Session on December 1<sup>st</sup>. On December 18<sup>th</sup>, the Legislature convened and approved a series of majority vote bills to address the budget deficit. The Democratic Caucuses in both houses opted to pursue majority vote legislation because they knew that they could not acquire a sufficient amount of votes to reach the 2/3 vote threshold without support from the Republican Caucus. The package also made cuts to education, corrections, and other issue areas and replace those cuts with revenue increases through the ½ cent sales tax proposed by the Governor, (except gasoline which would be deleted), an oil-severance tax, a nickel per drink tax. If enacted, this will solve about 44% of the current \$40 billion problem. The package included \$9.3 billion in proposed taxes and \$8.7 billion in cuts for a total of \$18 billion, which solves the current year budget deficit of \$14.8 billion and leaves some spare change (\$3 billion) to deal with the 2009-10 deficit (currently \$25 billion).

The package as adopted a) eliminates some state taxes (such as sales and excise taxes on gasoline), which 2) allows them to raise fees in the same bill and call that a simple majority vote bill.

The overall revenue package includes: 1) a half-cent sales tax increase; 2) an oil severance tax; 3) a Personal Income Tax charge; 4) undoing a portion of the "Triple Flip" of several years ago that resulted in another quarter-cent sales tax increase for backfilling schools, and re-ordering of the state-local tax relationship with regard to property taxes and sales taxes (such that the net, net is a quarter-cent sales tax increase for the state to pay off its bond debt service on the Prop 57/58 Economic Recovery Bonds, and schools and local governments being held harmless); 5) an elimination of the state sales tax on gasoline (Proposition 42) and elimination of the state excise taxes on gas and diesel fuel (the sales tax on diesel fuel remains), and replacing those revenues with a "fee" on gasoline, at 39 cents per gallon (this fee not only replaces the value of the sales tax and gas tax, it would generate more, which staff calls "restoring lost purchasing power." The fee on gasoline would be indexed every three years automatically, tied to the California consumer price index (CPI).

Current revenue generated from all sources for transportation amount to \$4.6 billion annually. This new proposal would generate an additional \$2.1 billion annually for a total of \$6.7 billion and would take effect April 1st.

The allocation of the fee would be distributed as follows:

- 1) 13 cents or 33% to local government:
  - a. The first 6 cents will be allocated like the current excise tax formula
  - b. The remaining 7 cents would be split between cities and counties like the current Proposition 42 formula.
- 2) 17 cents or 45% would be dedicated to the State Highway Account
  - a. 20% of the proceeds would be dedicated to the STIP
  - b. The remaining amount would be used to pay for existing obligations of the SHA
- 3) The remaining 9 cents or 25% would be deposited into a new fund, subject to appropriation by the legislature, for new programs (potentially for transit programs).

The proposal provides more revenue for transportation and Article XIX protection, but has a negative impact on public transportation by eliminating its "Proposition 42" share of 20 percent. Also, by applying the Article XIX protection across the board funding can only be used for capital and not operations expenditures which are currently allowed.

Transit does benefit from the retention of the sales tax on diesel fuel, and that is (historically speaking) the largest single revenue stream into the Public Transportation Account (PTA) at roughly \$400 million annually, on average, lately. That PTA revenue stream would remain, and be dedicated to its historic purposes, including 50-cents-on-the-dollar to the State Transit Assistance (STA) Program, which can be spent on

operations and capital. However, the Democratic proposal ALSO enacts a statute that appropriates only \$150 million per year to the State Transit Assistance (STA) Program which may allow the budget crafters to count some additional PTA revenues as possible General Fund savings into the future.

While Senate President pro Tem Steinberg stated that the Governor is INSISTENT on eliminating the STA Program entirely, to create even more long-term GF savings, and the two Democratic leaders are doing the best they can to preserve even a semblance of the program. President pro Tempore Darrell Steinberg has entered into discussions with Senate Transportation Committee Chair Alan Lowenthal about forming a task force or committee to focus solely on funding needs of transit systems going forward.

One implication of this revenue package is that there would effectively be no more "spillover" calculation – with a complete elimination of the sales tax on gasoline, the statutes that refer to spillover would be rendered moot.

The package *also* includes a revival of legislation which attempts to make it easier for counties to double the quarter-cent sales tax dedicated to transit and streets & roads through the Transportation Development Act / Local Transportation Fund mechanism. Senator Steinberg said this was the major push to try and do something more for transit operations purposes.

Cuts to education, corrections, and other issue areas were made and replaced cuts with revenue increases through the ½ cent sales tax proposed by the Governor, (except gasoline which would be deleted), an oil-severance tax, a nickel per drink tax. If enacted, this will solve about 44% of the current \$40 billion problem. There will be approximately \$9.3 billion in proposed taxes and \$8.7 billion in cuts made tonight for a total of \$18 billion, which solves the current year budget deficit of \$14.8 billion and leaves some spare change (\$3 billion) to deal with the 2009-10 deficit (currently \$25 billion).

### **Governor's 2009-10 Proposals**

On December 31, 2008, the Governor released a 2009-10 budget summary document foreshadowing the proposals he will unveil with the release of his 2009-10 budget on January 10<sup>th</sup>. Many of the proposals were carried over from the Governor's November Revise. Department of Finance Director Mike Genest noted that the final budget will be changed, by January 10th, to incorporate whatever the legislature ultimately sends him before then. The budget gap has widened to \$41.6 billion through June 30, 2010. In fact, even if the legislature were to adopt all of the Special Session proposals made by the Governor by February 1, 2009, the state will be unable to pay all of its bills beginning in March and may have to issue IOUs. The Governor does not seem likely at this point to sign the package sent by the Democrats earlier this month which addressed \$18 billion of solutions (mainly the current year).

The following are highlights of what is proposed for transportation, many of which are reintroductions of earlier Special Session proposals made by the Governor:

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- A 1.5 cent sales tax increase which will increase Prop 42, although Prop 42 revenue for 08-09 has decreased by \$81.3 million in 2008-09 (down from \$1.42 billion for a total of \$1.34 billion) and \$233 million in 09-10 (not sure about the 09-10 amount given the sales tax but a rough estimate may be about \$1.7 to \$1.8 billion if consumption is roughly \$1.1 billion plus estimated \$600 to 700 million from sales tax). The Democratic proposal did not assess the sales tax on gasoline.
- The budget proposes the elimination of \$153.2 million in 2008-09 and \$306 million in 2009-10 for local transit grants previously funded with sales tax on fuels. Funds made available by this proposal are shifted to transportation programs previously funded by the General Fund including Home-to-School Transportation. The Governor basically accepts an STA program of \$150 million mainly because the 1<sup>st</sup> and 2<sup>nd</sup> quarter allocations will be made before a deal is enacted.
- An additional \$800 million of Prop 1B PTMISEA funds for transit capital funding in the current year, \$350 million for 09-10.
- Diversion of all future spillover to the Mass Transportation Fund to pay for G.O. Bond debt service and home-to-school transportation.
- Acceleration of \$700 million from Prop 1B for local streets and roads.
- \$769 million from federal funds anticipation bonds for SHOPP.
- Redirects \$100.8 million in annual tribal gaming revenue from transportation projects to the General Fund, which would impact the SHOPP and TCRP but the transfer would be contingent upon the state receiving at least this amount from the federal stimulus package.
- CEQA exemptions for \$822 million worth of Prop 42, GARVEE, and Prop 1B projects.
- Expansion of design-build authority for Caltrans.
- A \$12 annual vehicle registration fee to support DMV to replace funds shifted to local government public safety programs.
- \$123 million for High-Speed Rail from Prop 1A of 2008.

**AKIN GUMP  
STRAUSS HAUER & FELD LLP**

Attorneys at Law

## MEMORANDUM

January 7, 2009

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer &amp; Feld LLP

Re: December Report

Congress considered legislation in December intended to rescue the U.S. automobile manufacturers by providing loans to keep the companies from bankruptcy and allow them to remain viable during a period of restructuring. While the House passed the bill, the Senate failed to pass the bill after it was unable to reach agreement to reduce labor costs and assure Republican Senators that the companies would be able to return to viability and repay the loans to the federal government. Ultimately, the Bush Administration agreed to fund the bailout through the Department of Treasury's Troubled Asset Relief Program (TARP). The bailout issue dominated the brief lame duck session, but allowed the legislators the opportunity to continue discussions regarding the size and scope of President-elect Obama's proposed stimulus package.

## I. Economic Stimulus

President-elect Obama released a draft of his stimulus plan today. The plan is estimated to cost between \$675 and \$775 billion and includes \$25 billion for infrastructure and school construction. The plan also proposes creation of a national infrastructure bank funded with \$60 billion over 10 years, to provide financing for transportation infrastructure projects. The President-elect has stated that the bill will not contain earmarks, but the funding will be distributed by formula or through the federal departments and agencies. The President-elect is requesting that Congress quickly consider and pass the economic recovery package, although speculation is that the plan will not be enacted before the middle of February, just prior to the President's Day recess.

House Transportation and Infrastructure Chairman Jim Oberstar (D-MN) released a stimulus proposal in December that included \$85 billion for infrastructure spending, including over \$30 billion for highways and \$12 billion for transit. The proposed funding represents an 84 percent increase in highway spending and a 132 percent increase in transit spending in fiscal year 2009. Senate Environment and Public Works Chairman Barbara Boxer (D-CA) has not proposed a specific spending level for a stimulus bill, but has indicated that funding would be confined to smaller ready-to-go projects, while authorization for larger projects would be postponed for consideration under the surface transportation reauthorization bill. Everyone has been in agreement that the funding would not require a local match as is required under current law.

January 7, 2009

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## II. Secretary of Transportation Nominated

On December 19, President-elect Obama nominated retiring Congressman Ray LaHood to become Secretary of Transportation. Rep. LaHood, a Republican, served as representative for the 18<sup>th</sup> District of Illinois from 1995 to 2008 and on the House Transportation and Infrastructure Committee from 1994 to 2000. From 2000 to 2008, he served on the House Appropriations Committee. In announcing the nomination, President-elect Obama praised LaHood for embodying a “bipartisan spirit – a spirit we need to reclaim in this country to make progress for the American people.” House Transportation and Infrastructure Chairman James Oberstar (D-MN) endorsed the nomination, recalling that LaHood was among a handful of leading House Republicans who supported increased spending on surface transportation during debate on the 2005 highway bill and suggested that he would be an effective advocate for larger investment in transportation infrastructure.



## Solano Transportation Authority FINAL DRAFT 2009 Legislative Priorities and Platform

*(Approved by Submitted to STA Board for Review/Comment Consideration on 012/149/089)*

### LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
  - A. Economic Stimulus
    1. McGary Road
    2. State Park Road Overcrossing – Benicia
    3. Road and Transit Rehabilitation Projects
    4. Vacaville-Dixon Bike Route
    5. Baylink Ferry Maintenance Facility – Vallejo
    6. North Connector West End
    7. I-80 Westbound Truck Scales Relocation
    8. Jepson Parkway
    - ~~3-9. I-80/I-680/SR 12 interchange~~
  - B. ~~SAFETEA-LU Reauthorization~~ New Authorization
    1. I-80/I-680/SR 12 Interchange
    2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    3. Fairfield/Vacaville Train Station Transportation Center
  - C. Appropriations
    1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    2. Vallejo Intermodal Station
    - ~~3-2. Fairfield/Vacaville Train Station Transportation Center~~
    - ~~4-3. Alternative Fuel Bus Replacement~~
    4. Vacaville Intermodal Station (Phase 2)
    5. SR 12 Safety Study and Improvements
  
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
7. Participate in development of follow-up legislation to SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming goals and transportation needs. Include extended exemptions for projects funded by local sales tax measures from SB 375 provisions.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

## Final Draft 2009 STA Legislative Priorities and Platform

*(Approved-Submitted toby STA Board for Review/Comment/Consideration on 01/2/14/089)*

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9. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
10. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency.
11. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
12. Support federal and state legislation framed by California Consensus Principles\* that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

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

### LEGISLATIVE PLATFORM

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

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

#### *II. Climate Change/Air Quality*

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. *(Priority #6)*
3. Participate in development of follow-up legislation to SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming goals and

## Final Draft 2009 STA Legislative Priorities and Platform

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transportation needs. Include extended exemptions for projects funded by local sales tax measures from SB 375 provisions. *(Priority #7)*

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

### **III. Congestion Management**

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

### **IV. Employee Relations**

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

## Final Draft 2009 STA Legislative Priorities and Platform

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### V. Environmental

1. Monitor legislative and regulatory proposals related to the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
3. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

### VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Monitor implementation of SB 10963 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure current level of service directly between Vallejo and San Francisco.

### VII. Funding

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

## Final Draft 2009 STA Legislative Priorities and Platform

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6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
7. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency. *(Priority #10)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
11. Ensure that fees collected for the use of High Occupancy Toll (HOT) lanes are spent to improve operations and mobility for the corridor in which they originate.
12. Support federal and state legislation framed by California Consensus Principles (Att. A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #12)*
13. Support ongoing efforts to protect and enhance federal funding as reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
14. Participate in efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Att. A), focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2009.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
17. Monitor the distribution of state transportation demand management funding.
18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. *(Priority #4)*

## Final Draft 2009 STA Legislative Priorities and Platform

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19. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

## Final Draft 2009 STA Legislative Priorities and Platform

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### *VIII. Liability*

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

### *IX. Paratransit*

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

### *X. Project Delivery*

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

### *XI. Rail*

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

## Final Draft 2009 STA Legislative Priorities and Platform

(Approved Submitted to by STA Board for Review/Comment/Consideration on 012/149/089)

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

### *XII. Safety*

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

### *XIII. Transit*

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

# California Alliance for Leadership in Mobility

## California Consensus on Federal Transportation Authorization for 2009

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

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

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

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

action to create a new era in America.

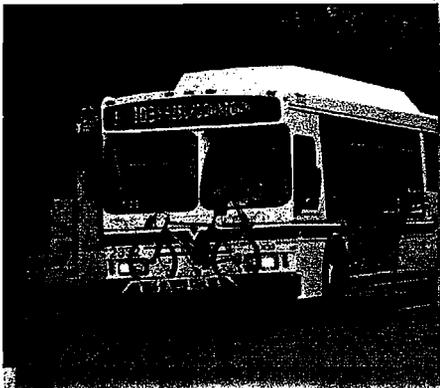
California urges Congress to pass comprehensive legislation that reinforces the strong federal role and outlines a clear strategic vision to guide transportation policy making at the national level that focuses on these major themes:

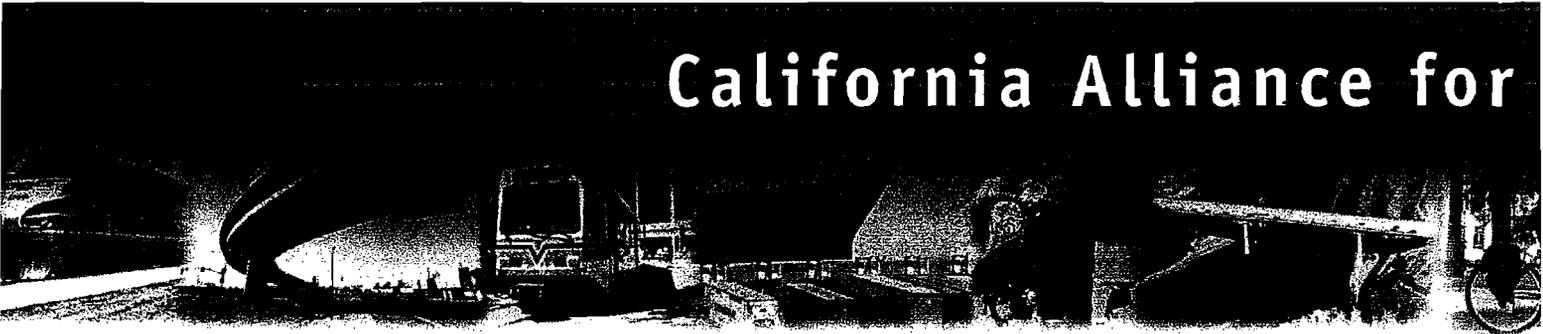
- Restoring our neglected infrastructure to a good state of repair.
- Ensuring efficient goods movement, particularly at global gateways, as a national economic priority.

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

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

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





# California Alliance for

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

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

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

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

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

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

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

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

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

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

# Leadership in Mobility

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

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

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

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

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

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

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

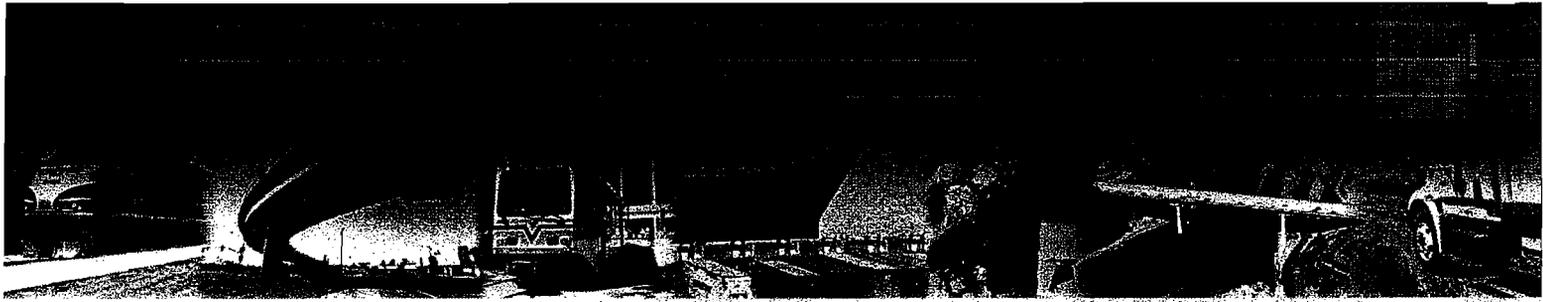
Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

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

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

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

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



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

Report of the  
**National Surface Transportation  
 Policy and Revenue Study Commission**  
*Transportation for Tomorrow*  
 January 2008 | Executive Summary



## Preamble

A modern, smooth-functioning national surface transportation system is essential for economic success in a global economy and is also a key determinant of the quality of life enjoyed by citizens throughout America. Yet for too long — since substantial completion of the Interstate Highway System in the late 1980s — this country has lacked a clear, comprehensive, well-articulated and widely understood strategic vision to guide transportation policymaking at the national level.

In its last major transportation bill, Congress addressed the need for such a guiding vision directly. Noting that “it is in the National interest to preserve and enhance the surface transportation

It should be the goal of this nation to create and sustain the pre-eminent surface transportation system in the world.

system to meet the needs of the United States in the 21st century.”

Congress established the National Surface Transportation Policy and Revenue Study Commission to undertake a thorough review of the nation’s transportation assets, policies, programs and revenue mechanisms, and to prepare a conceptual plan that would harmonize these elements and outline a coherent, long-term transportation vision that would serve the needs of the nation and its citizens.

This Commission has worked diligently to fulfill this charge, meeting and holding public hearings across the country during an intensive 20-month study period. Our findings and recommendations — calling for bold changes in policies, programs and institutions — are contained in our report, *Transportation for Tomorrow*. Here we offer an executive summary of key aspects of the report. The full report can be found on the Commission’s website at [www.transportationfortomorrow.org](http://www.transportationfortomorrow.org).

## A New Vision

Just as it helps to know your destination before starting off on a trip, our Commission believed at the outset that it is important to have in mind a vision of what the national surface transportation system might look like — or at least how we’d like it to function — in the middle of the 21st century. But before we even began to sketch this futuristic picture of the system, we agreed among ourselves that our fundamental motivation should be to help the United States to *create and sustain the pre-eminent surface transportation in the world*. We decided to aim high, in other words, and that pledge has sustained us through many long and sometimes contentious meetings — and has in the end allowed us to reach agreement on a surprising-ly wide range of often sweeping policy proposals.

Our report, *Transportation for Tomorrow*, attempts to chart a course with this lofty goal as a destination. It is an action plan aimed at an ultimate achievement — to be the best — and we offer it with full faith that this goal can be reached and the vision realized.

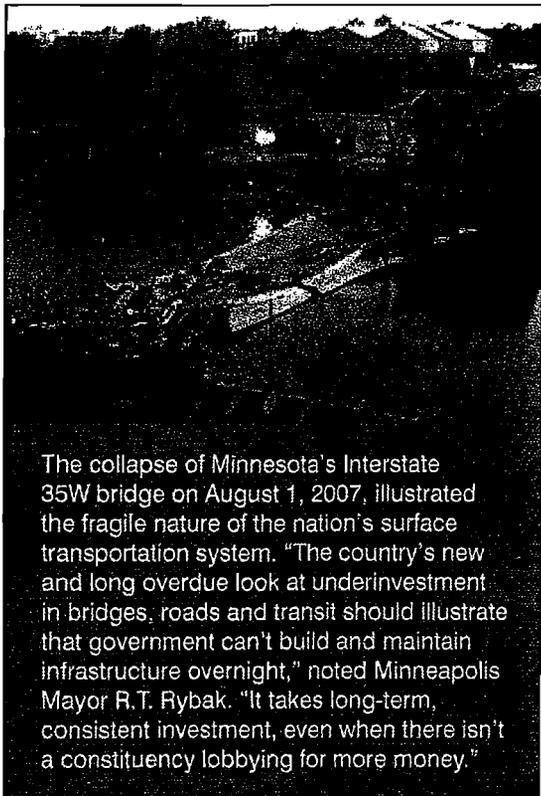
In our view, the United States could lay claim to best-in-class status in surface transportation when all of the following statements hold true:

- Facilities are well maintained
- Mobility within and between metropolitan areas is reliable
- Transportation systems are appropriately priced
- Traffic volumes are balanced among roads, rails and public transit
- Freight movement is an economic priority
- Safety is assured
- Transportation and resource impacts are integrated



- Travel options are plentiful
- Rational regulatory policies prevail

Speaking more broadly, we envision a surface transportation system where funding and function are inextricably linked. When making investments — and we do believe that substantial new transportation investments will be required — we must demand results, the kind of results that can be estimated in rigorous benefit-cost analyses and tracked by means of performance-based outcomes. We envision a system where needed transportation improvements can be designed, approved and completed quickly, and without unnecessary delays. We see a system that is fully integrated by mode (rail, road and highway), and which provides mobility to all users (urban commuter, rural resident, freight hauler). The transportation system we seek is environmentally sensitive, energy-efficient and technologically up-to-the-minute. And, above all, we envision a transportation system that fosters economic development and spurs



The collapse of Minnesota's Interstate 35W bridge on August 1, 2007, illustrated the fragile nature of the nation's surface transportation system. "The country's new and long overdue look at underinvestment in bridges, roads and transit should illustrate that government can't build and maintain infrastructure overnight," noted Minneapolis Mayor R.T. Rybak. "It takes long-term, consistent investment, even when there isn't a constituency lobbying for more money."

output and productivity growth at levels never seen before in history.

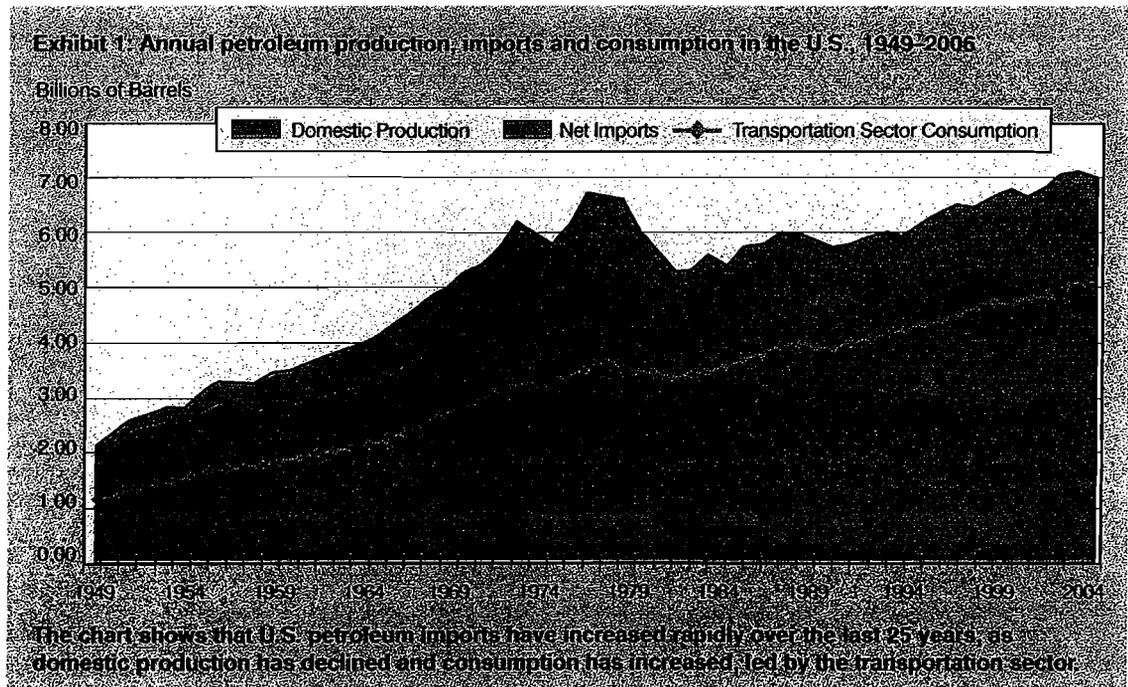
In other words, and as we said initially, we think it should be the goal of this nation to *create and sustain the pre-eminent surface transportation system in the world.*

## Today's Problems

Conditions on America's surface transportation systems — our roads, bridges and highways, our passenger and freight rail facilities, our public transit networks — are deteriorating. In some cases, the physical infrastructure itself is showing the signs of age. In almost all cases, the operational efficiency of our key transportation assets is slipping, and we have no agreed upon methods or solutions to restore them to an optimal level of utility.

Highway congestion, especially in our larger metropolitan regions, exacts a heavy toll on commuters and their families, and on the businesses that rely on highways to get their products to market. In figures compiled by the Texas Transportation Institute, congestion cost the American economy an estimated \$78 billion in 2005, measured in terms of wasted fuel and workers' lost hours. Congestion caused the average peak-period traveler to spend an extra 38 hours of travel time and consume an additional 26 gallons of fuel. Yet, we do not yet have a clear, nationally sanctioned strategy for breaking gridlock's chokehold on our economy and quality of life. Contributing to the scale of the problem is a deeply entrenched over-reliance on the personal automobile for travel in urban corridors. Strategies to shift more trips to public transit will play a large role in any forward-thinking efforts to reduce congestion. Similarly, intercity passenger rail offers opportunities to reduce the reliance on the auto for longer-haul trips. In many places, we also will need new highway capacity as well.

Travel on the nation's surface transportation system is far too dangerous. Highway travel, in particular, must improve its safety record. In 2006, over 42,000 people lost their lives on American high-



Source: Energy Information Administration

ways, and almost 2.6 million were injured. Highway travel accounts for 94 percent of the fatalities and 99 percent of the injuries that occur on all surface transportation facilities. Although fatality and injury rates have fallen on a total-miles-driven basis, these numbers are still unacceptably high.

Energy security has become a critical transportation issue. The nation's mobility is largely dependent on gasoline and diesel fuel, and the transportation sector as a whole accounts for two-thirds of U.S. petroleum use (see Exhibit 1). The steeply rising cost and unreliable supply of oil puts great strains on American households and businesses, and the greenhouse gases emitted when oil products are burned are now recognized as a chief contributor to global warming. Transportation policy must work in tandem with energy policy to reduce reliance on petroleum fuels and promote research on alternatives.

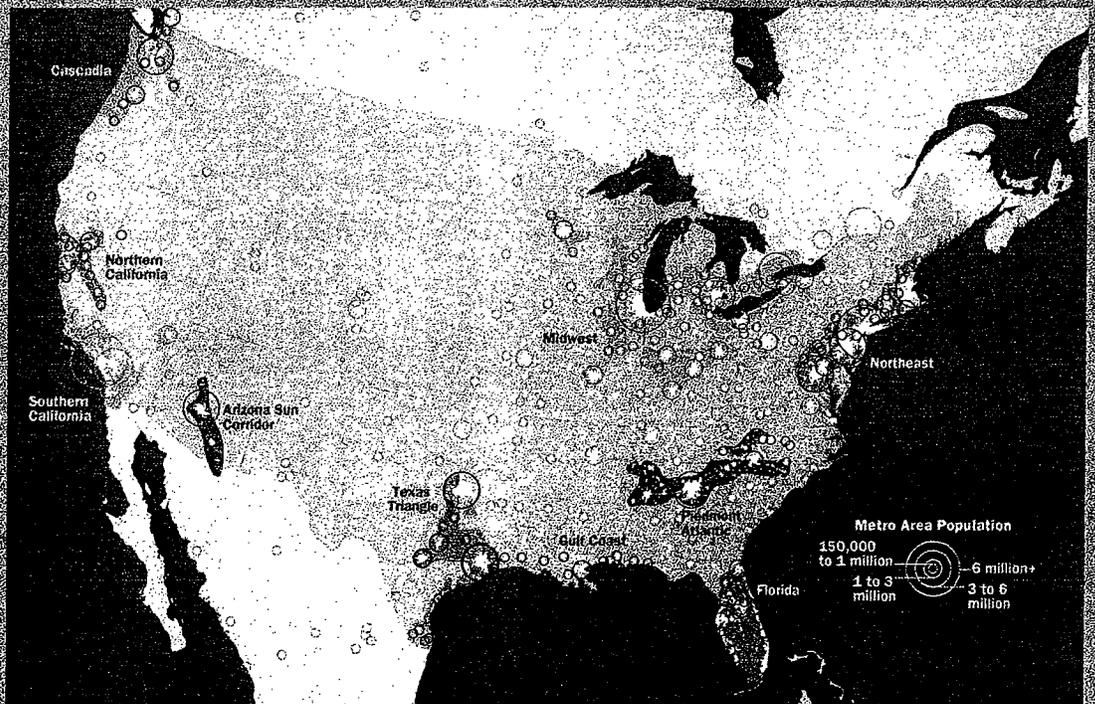
Because the nation lacks a clearly articulated transportation vision to guide investments — and an objective, performance-based method of assessing

individual projects — investment decisions are often made for political rather than good planning reasons. Congressional earmarking of transportation improvements increased from 10 projects in 1982 to more than 6,300 projects in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, for short), passed in 2005. Similarly, private sector transactions that affect the nation's publicly owned transportation network must be accomplished in a transparent manner, so that the public is confident their interests are protected.

## Future Challenges

Over the next 50 years, the population of the United States will grow by some 120 million people, greatly intensifying the demand for transportation services by private individuals and by businesses. Most of that growth will occur in metropolitan areas (see Exhibit 2). Because it is unlikely that the transportation supply side can keep up with all of this growth, congestion will

Exhibit 2: Emerging megaregions in the U.S.



Economic activity in the U.S. is becoming increasingly concentrated in closely linked groups of metropolitan areas, referred to as "megaregions." This will intensify pressures on already congested commute and freight corridors.

Source: Regional Plan Association

increase and spread beyond the traditional morning and evening rush hours to affect ever-lengthening periods of each day.

If, as expected, the world economy grows and becomes more globally integrated during the next half-century, the U.S. will experience higher trade volumes and greater pressures on its international gateways and domestic freight distribution network. Economic forecasts indicate that freight volumes will be 70 percent higher in 2020 than they were in 1998 (see Exhibit 3). Without improvements to key goods-movement networks, freight transportation will become increasingly inefficient and unreliable, hampering the ability of American businesses to compete in the global marketplace.

Any effort to address the future transportation needs of the United States must come to grips with the sobering financial reality of such an undertaking. Estimates indicate that the U.S. needs to invest at least \$225 billion annually for the next 50 years to upgrade our existing transportation network to a good state of repair and to build the more advanced facilities we will require to remain competitive. We are spending less than 40 percent of this amount today, and the current fuel-tax-

based revenue mechanisms probably cannot be relied upon alone to raise the needed sums.

The impact of transportation projects on the environment will properly be given increased attention in the future. Plans and projects to improve transportation cannot be made at the expense of the nation's environment, and the costs associated with protecting the environment must be considered, and funding for mitigation committed, during the planning and environmental scoping process. The drive for cleaner fuels and greater energy security also will be an increasingly important factor in the development of future transportation plans and programs at the national level.

At the same time, overly onerous and procedure-bound environmental review processes can often serve to delay the speedy and cost-conscious delivery of important transportation improvements. Major highway projects take about 13 years from project initiation to completion, according to the Federal Highway Administration, and Federal Transit Administration figures indicate that the average project-development period for New Starts projects is in excess of 10 years. That is simply too long. Without diminishing environmental safe-



guards, it will be essential to reform and streamline certain environmental review requirements to ensure that the large sums that must be spent to improve transportation are not made larger still due to delay and the consequent inflation of project costs.

## Recommendations For Reform

The surface transportation system of the United States is at a crossroads. The future of our nation's well-being, vitality, and global economic leadership is at stake. We must take significant, decisive action now to create and sustain the pre-eminent surface transportation system in the world. Here are some of the key elements of what needs to happen.

### Increased Investment

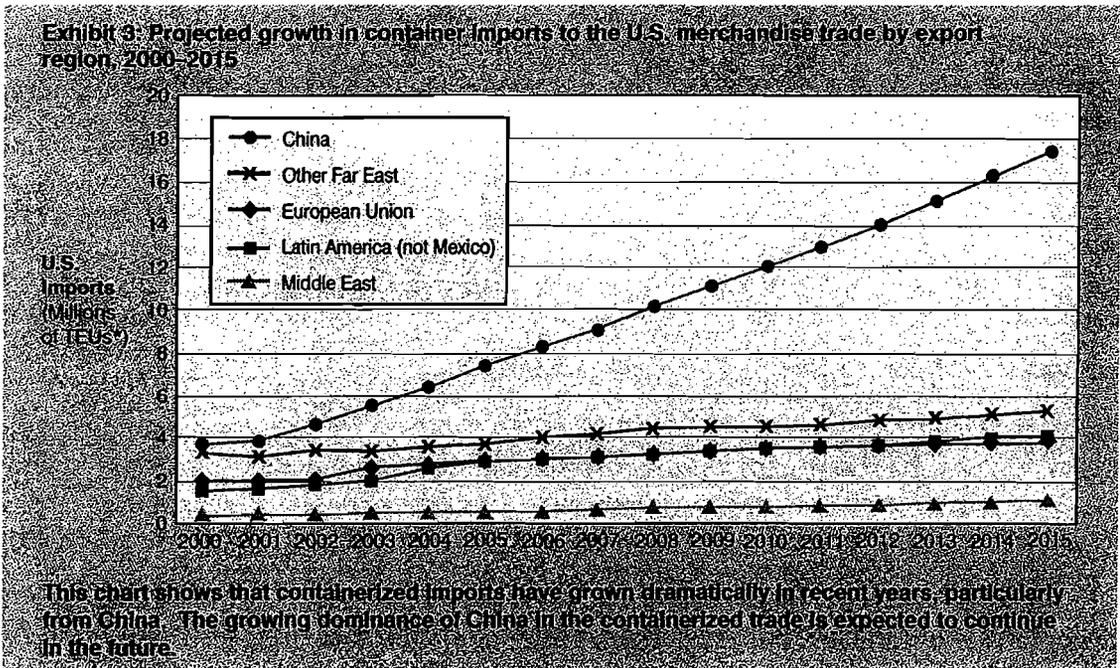
To keep America competitive, we are recommending a significant increase in investment in our national surface transportation system. The projected funding shortfalls — to maintain our existing

systems and expand capacity where necessary to meet the challenges of the 21st century — are enormous and ominous. To close this investment gap, we will need increased public funding. We will also need increased private investment. More tolling will need to be implemented and new and innovative ways of funding our future system will need to be employed. And we will need to price for the use of our system, which will help reduce investment needs.

### Federal Government a Full Partner

We are recommending that the federal government be a full partner — with states, local governments and the private sector — in addressing the looming transportation crisis. The problem is simply too big for the states and local governments to handle by themselves, even with the help of the private sector. We believe that the federal government must continue to be a major part of the solution.

And it's not just that the problem is big. The federal government has a strong interest in our national surface transportation system. This system is of vital importance to our economy, our national



Sources: Global Insight World Trade Service; \*TEU=Twenty-foot-equivalent unit



defense and our emergency preparedness. Our transportation network is critical to the interstate and regional movement of people and goods, economic growth, global competitiveness, environmental sustainability, safety, and our overall quality of life.

### ***A New Beginning***

In addition to putting more money into the system, we also must create a system where investment is subject to benefit-cost analysis and performance-based outcomes. We need a system that ensures each project is designed, approved and completed quickly; one that provides a fully integrated mobility system that is the best in the world; one that emphasizes modal balance and mobility options; one that dramatically reduces fatalities and injuries; one that is environmentally sensitive and safe; one that minimizes use of our scarce energy resources; one that eases wasteful traffic delays; one that supports just-in-time delivery; and one that allows economic development and output more significant than ever seen before in history.

In order to accomplish these objectives, we have concluded that major changes will be necessary.

We believe that the federal surface transportation program should not be reauthorized in its current form. Instead, we should make a new beginning. Here are the key elements of the new beginning we recommend for the next authorization bill.

First, we are recommending that the federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objectives of genuine national interest. More specifically, we are recommending that the 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:

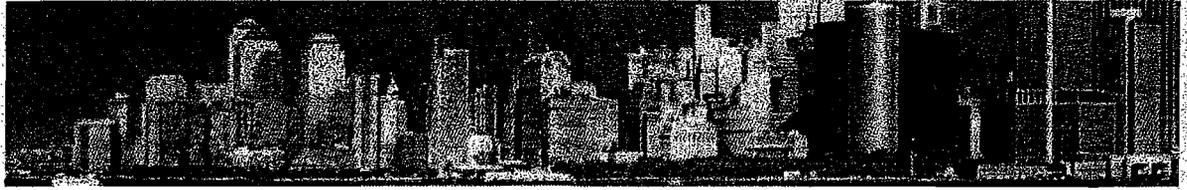
- **Rebuilding America** – state of good repair
- **Global Competitiveness** – gateways and goods movement

- **Metropolitan Mobility** – regions greater than 1 million population
- **Connecting America** – connections to smaller cities and towns
- **Intercity Passenger Rail** – new regional networks in high-growth corridors
- **Highway Safety** – incentives to save lives
- **Environmental Stewardship** – both human and natural environments
- **Energy Security** – development of alternative transportation fuels
- **Federal Lands** – providing public access on federal property
- **Research and Development** – a coherent national research program

US DOT, state and regional officials, and other stakeholders would establish performance standards in the federal program areas outlined above and develop detailed plans to achieve those standards. Detailed cost estimates also would be developed. These plans would then be assembled into a national surface transportation strategic plan.

Federal investment would be directed by the national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding. And all levels of government would be accountable to the public for achieving the results promised.

The Commission acknowledges that these recommendations represent a major departure from current law. The federal program has evolved into what is now essentially a block grant model, with little accountability for specific outcomes. Developing performance standards and integrating them into a performance-driven regimen will be challenging but we believe the rewards will be worth the effort. In addition to making better use of public moneys to accomplish critical national objectives, the Commission's recommended approach of performance standards and economic justification would do much to restore public confidence in the transportation decision-making process. In such an environment, we believe Congress and the



public would be more amenable to funding the nation's transportation investment needs.

Second, we are recommending that Congress establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions. The new federal commission would perform two principal planning and financial functions:

The NASTRAC would oversee various aspects of the development of the outcome-based performance standards in the federal program areas outlined above and the detailed plans to achieve those standards, and it would approve the national transportation strategic plan.

Once the national strategic plan has been approved, the NASTRAC would establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share, subject to congressional veto.

Third, the project delivery process must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits. Projects must be designed, approved and built as quickly as possible if we are to meet the transportation challenges of the 21st century.

## Paying the Bill — “There Is No Free Lunch”

Policy changes, though necessary, will not be enough on their own to produce the transportation system the nation needs in the 21st century. Significant new funding also will be needed. We list our major revenue recommendations below.

First, we are making the following general recommendations:

- It is imperative that all levels of government and the private sector contribute their appropriate shares if the United States is to have the

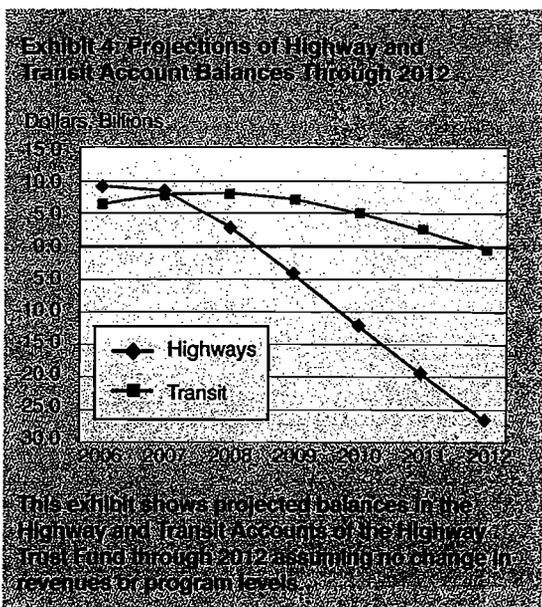
pre-eminent surface transportation system in the world.

- We strongly support the principle of user financing that has been at the core of the nation's transportation funding system for half a century.
- We are recommending continuation of the budgetary protections for the Highway Trust Fund, so that user fees benefit the people and industries that pay them.

Second, we recommend that legislation be passed in 2008 to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU (see Exhibit 4).

Third, we are making the following specific recommendations with respect to transportation funding in the period between 2010 and 2025:

- As noted above in “Future Challenges,” the annual investment requirement to improve the condition and performance of all modes of surface transportation — highway, bridge, public transit, freight rail and intercity passenger rail — ranges between \$225–340 billion. The range depends upon the extent of



Source: U.S. Department of the Treasury projections.



peak-hour pricing implemented on congested urban highways in lieu of physical capacity expansion. To address this investment target by providing the traditional federal share of 40 percent of total transportation capital funding, the federal fuel tax needs to be raised by 25–40 cents per gallon. This increase should be phased in over a period of five years (5–8 cents per gallon per year). This rate increase should be indexed to the construction cost index.

- We are also recommending other federal user-based fees to help address the funding shortfall, such as a freight fee for goods movement projects, dedication of a portion of existing customs duties, and ticket taxes for passenger rail improvements. Tax and regulatory policy also can play an incentivizing role in expanding freight and intermodal networks.
- In addition, we are recommending that Congress remove certain barriers to tolling and congestion pricing, under conditions that protect the public interest. This will give states and local governments that wish to make greater use of tolling and pricing the flexibility to do so. More specifically, we are recommending that Congress modify the current federal prohibition against tolling on the Interstate System to allow:
  - tolling to fund new capacity on the Interstate System, as well as the flexibility to price the new capacity to manage its performance; and
  - congestion pricing on the Interstate System (both new and existing capacity) in metropolitan areas with populations greater than 1 million.
- We are recommending that Congress encourage the use of public-private partnerships, including concessions, for highways and other surface transportation modes. Public-private partnerships can serve as a means of attracting additional private investment to the surface transportation system, provided that conditions are included to protect the public interest and the movement of interstate commerce.

- State and local governments have many different types of revenues to draw upon for their share of new investment. They likely will have to raise motor fuel, motor vehicle, and other related user fees. In addition, many may take advantage of the expanded opportunities in tolling, congestion pricing and public-private partnerships that our recommendations propose.

Fourth, we are making the following specific recommendations for transportation funding in the post-2025 era:

- The motor fuel tax continues to be a viable revenue source for surface transportation at least through 2025. Thereafter, the most promising alternative revenue measure appears to be a vehicle miles traveled (VMT) fee, provided that substantial privacy and collection cost issues can be addressed. The next authorization bill should require a major national study to develop the specific mechanisms and strategies for transitioning to the VMT fee or another alternative to the motor fuel tax to fund surface transportation programs.

## “Let’s Get Moving”

We believe that a strong transportation system is important enough to mount a large-scale effort for change; indeed we believe it is vital to the economic future of the nation and the well-being of its citizens. *Transportation for Tomorrow* presents a case for fundamental reform that we believe is compelling — and that we hope is persuasive. We invite you to join us as we take actions to turn our recommendations into reality. It is time to deliver to the people of this nation a simple but meaningful message: “Let’s get moving.” Together, we can.



[www.transportationfortomorrow.org](http://www.transportationfortomorrow.org)



DATE: January 6, 2009  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Appointment of STA Representative and Alternate to the Capitol  
Corridor Joint Powers Board (CCJPB)

**Background:**

The Capitol Corridor Joint Powers Board (CCJPB) is a Joint Powers Authority made up of 16 members including two members and an alternate appointed by the Solano Transportation Authority (STA). Board Members or Alternate Board Members of the STA are eligible to serve on the CCJPB. The board usually meets five or six times a year (usually four times a year at Suisun City Hall and one or two times a year in Oakland or Sacramento). The Board typically meets in February, April, June, September, and November on the third Wednesday of the month starting at 10:00 a.m. (and periodically holds special meetings as necessary) The Board provides the policy direction for the 7-county Capitol Corridor intercity passenger train service. The STA Board representatives on the CCJPB serve at the discretion of the STA and are eligible to continuing serving on the CCJPB as long as they serve as an elected member of the local agency they represent and on the STA Board.

**Discussion:**

In 2008, the STA's two appointed members of the CCJPB were Supervisor Jim Spering and Dixon Mayor Mary Ann Courville. The STA Board's alternate to the CCJPB was Vacaville Mayor Len Augustine. With the departure of Mary Ann Courville from the Dixon City Council in December, this has created a STA vacancy on the CCJPB. This agenda item has been agendized to afford the STA Board the opportunity to fill this vacancy on the CCJPB.

The STA's previous practice has been to consider CCJPB representatives that have current or future proposed CCJPB rail stations, but this is at the discretion of the STA Board. Current, CCJPB alternate and Vacaville mayor Len Augustine has indicated an interest in being appointed to fill the vacant CCJPB Board seat. New Dixon Mayor Jack Batchelor has also indicated an interest in being appointed to the vacant seat or as an alternate.

The next meeting of the CCJPB is scheduled for February 18, 2009.

**Recommendation:**

Appoint a representative to the Capitol Corridor Joint Powers Board effective immediately and, if necessary, appoint an alternate member.

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DATE: January 6, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Marketing and Public Input Plan for 2009

**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Paratransit program, and the Solano Napa Commuter Information (SNCI) program). The marketing efforts have included annual reports, newsletters, brochures, website, public meetings, polling, community events, display racks, wall maps, bus passholders, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, freeway signs and the media.

The goal of the marketing program is to increase public awareness and inform the public and decision-makers about the STA and its programs, as well as current transportation issues such as funding facts for improvements to Solano County's freeways and roads, mobility and safety improvements. A variety of methods are employed to accomplish this task: direct public contact, printed material, and electronic means.

**Discussion:**

**STA Marketing Program**

STA staff provides design, layout and printing of many print publications, plans and implements events, and handles most aspects of electronic media. Consultants are employed for specific projects that include funding for marketing. During the past fiscal year, most of the products previously designed and produced by the consultant for STA general marketing purposes were brought in-house to give staff more control of the products and to realize a cost savings by having staff design, layout and produce publications. For example, both the report to the State Legislature and the Federal Appropriations booklets were in-house products.

**Proposed 2009 Marketing Plan**

The Draft 2009 Marketing Plan (Attachment A) will be brought to the STA Board for consideration at the February Board meeting. The one-year Plan will guide the marketing efforts for the STA and for STA managed programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented as appropriate. The Marketing Plan will be carried out by STA staff with consultant support, with the exception of STA General Marketing, which will be staff-produced.

Potential STA Marketing Strategies for 2009 (Attachment B) lists the STA's identified target audiences, and ideas for marketing methods and products. Staff plans to expand the capabilities of the STA's internet marketing through the implementation of new technologies on the STA website. With the recent expansion of social networking, there is an untapped market that can be reached through methods such as podcasts (series of digital-media files distributed over the internet), social network sites (such as Facebook, MySpace, LinkedIn, etc.), and blogs (web logs). RSS (Really Simple Syndication) feeds that make it possible for people to keep up with websites in an automated manner have already been implemented on several pages of the STA website.

**Fiscal Impact:**

Funding for marketing, including consultant services, is incorporated in the approved Fiscal Year (FY) 2008-09 STA budget, and the proposed FY 2009-10 STA budget through a combination of STA General Marketing, SolanoExpress Marketing, Solano Paratransit, and SNCI Marketing accounts.

**Recommendation:**

Informational.

Attachment:

- A. STA Draft 2009 Marketing Plan
- B. Potential STA Marketing Strategies for 2009
- C. 2009 Marketing Calendar (provided under separate cover)

## Solano Transportation Authority Draft 2009 Marketing Plan

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.
- The STA also coordinates the marketing of **SolanoExpress** intercity transit services countywide. This effort has included the re-branding of SolanoLinks to SolanoExpress, the development and updating of the SolanoExpress brochure, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.
- The identity and branding of **Solano Paratransit** has resulted in the design of vehicle wraps and will be expanded to printed materials.
- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing products and plans for 2009 include, but are not limited to, the following:

### STA – Overall Agency

- STA Agency brochure “Working for You”: Redesign (to include Annual Report highlights), write, produce and distribute tri-fold color brochure with photos.
- State legislative booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal Appropriations booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal Reauthorization booklet: Write, design, produce and distribute 16-page plus cover color document with photos.
- 2009 STA Annual Report: Write, design, produce and distribute 20-page plus cover color document with photos.
- Quarterly “STA STATUS” newsletter: Write, produce and distribute 4-page color document with photos.
- Semi-annual “SR 12 Status” newsletter: Write, produce and distribute 2-page color document with photos.

- SR 12 public awareness campaign: Work with SR 12 Steering Committee to continue efforts to educate the public about the safety improvements on SR 12 through newsletters, events, press conferences, signage, and other activities.
- Safe Routes to School: Design and produce a periodic newsletter to inform Solano residents about the ongoing efforts of providing safe routes to school.
- Community outreach: Participate in community events that bring awareness to transportation projects and concerns to Solano County residents. Host public forums to engage citizens in relevant transportation issues.
- Media: Create media messages on relevant transportation topics for broadcast on local cable television (interviews on mayor's shows, public service announcements); produce press releases to inform the public about transportation projects and programs.
- Signage: Work with partner agencies to ensure signs are posted announcing STA-funded transportation projects in progress, and the STA logo is included on such signs.
- Website: Redesign and continual content update. Expand methods of communicating with Solano residents through the Internet.
- 2009 Annual Awards Ceremony: Plan and hold annual recognition ceremony for excellence in transportation planning, projects and programs.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency (i.e., North Connector opening in Spring 2009 and I-80 HOV lanes opening in Fall 2009).

#### SolanoExpress Intercity Transit

- Update and produce brochure to market current and future services for SolanoExpress.
- Continue integrated campaign which includes placement of advertising pieces in local electronic and print media venues targeting Solano County residents, branding SolanoExpress routes and stops, incentives, and other strategies.
- Update SolanoExpress website.
- Reprint passenger comment card.

#### Solano Paratransit

- Update and produce brochure to market current services for Solano Paratransit.
- Placement of van wraps as needed to promote and bring recognition of service to Solano County residents.
- Update Paratransit Coordinating Council (PCC) brochure to promote PCC's role/services.
- Reprint passenger comment card.

#### SNCI (including Solano and Napa counties):

- Market SNCI program and other TDM services to Solano and Napa employers and business communities.
- Implement and evaluate 2009 Solano Commute challenge.
- Promote countywide Emergency Ride Home programs.
- Design and implement an SNCI awareness campaign.
- Evaluate and update commuter incentive programs and marketing materials.
- Evaluate and update vanpool services and marketing program.
- Develop year-end mailer for SNCI employer and/or vanpool distribution.
- Design and implement 2009 Bike to Work/School promotional campaign.
- Update Bikelinks map and other bicycle promotional materials.
- Public outreach through events, displays, direct mail, electronic and print media.
- Partner with other agencies to cross-promote TDM services.

**Potential STA Marketing Strategies for FY 2009**

**Identified Target Audiences:**

- Residents
- Businesses
- Schools/Students/Parents
- Elected Officials
- Commuters
- Seniors/Disabled
- Partner Agencies
- Others

**Marketing Venue Ideas:**

Products:

- STATUS Newsletter – quarterly publication
- SR 12 STATUS Fact Sheet – semi-annual publication
- Project Fact Sheets ( I-80 HOV, I-80 North Connector, I-80 Truck Scales, Gas Tax 101 - basic educational tool on transportation funding, Safe Routes to School, etc.)
- Condensed version of Annual Report included in “Working For You”
- Website expansion to include Web 2.0 technologies
- Public Service Announcement (PSA), Mayor’s Show (Fairfield, others)
- Streamlined State/Federal Legislative Report Booklets (Annual)
- Federal Reauthorization Priorities Booklet (every 6 years)
- Press Releases
- Commute Profile
- STA Board Meetings
- Signs/posters/brochures
- Awards Program

Methods:

- Provide literature at meetings (STA general info, acronyms, etc.)
- Electronic mailing of newsletter, fact sheets, other products
- RSS feeds, blogs, podcasts, streaming video, social networks, other Internet medium
- Mass mailings (countywide or as part of existing city/county newsletters)
- Links to STA’s website on all cities’/partners’ websites
- Partnership with businesses and schools
- Community outreach meetings
- Focus groups to engage the public
- Transportation Summit
- Print/Broadcast Media
- Public poll/survey
- Host STA Board meeting offsite (Vacaville and/or County office)
- Broadcast STA Board meeting over the Internet (webcast)
- Post “Your Transportation Dollars at Work” signs with STA logo on all STA-funded construction projects
- Annual Awards Ceremony
- Groundbreakings/ribbon-cuttings
- Employer/community group fairs
- Commuter incentive programs/special weeks
- Establish connection with county/cities’ economic development departments to reach new businesses with transportation information
- Public transportation displays (busses, trains, ferries)
- Partner with Solano County and Solano Economic Development Corporation to produce a mutually beneficial promotional poster/map

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DATE: December 23, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Climate Change Status

**Background:**

The California Legislature passed and the Governor signed Assembly Bill (AB) 32, the California Global Warming Solutions Act in 2006. In 2008, the Legislature passed and the Governor signed Senate Bill (SB) 375 to require communities to develop sustainable communities plans to tie regional housing needs allocations, regional transportation plans and greenhouse gas (GHG) reduction efforts to each other. Most jurisdictions are still working to formulate specific programs to achieve the mandated reductions in GHG.

The City County Coordinating Committee (4Cs) has requested that Solano County and the STA to work together with the 7 Cities to develop an initial plan for GHG reduction. Solano County is seeking to hire an individual to help create a scope for work for a GHG initial inventory and subsequent emission reduction plan. Once a detailed scope of work is completed, the County and STA will seek funding from the Bay Area and Yolo-Solano air districts to help fund this study.

**Discussion:**

On November 17, 2008, the Legislative Analyst Office (LAO) issued a report on the California Air Resources Board (CARB) draft scoping plan for GHG reduction. The LAO is a non-partisan research arm of the Legislature, and its research and conclusion papers are considered balanced and authoritative. The LAO report, included as Attachment A, made several key findings, including:

- Most of the assumed GHG emission reductions come from a single source – assumed improved fuel efficiency for cars and light trucks.
- The plan analysis shows an economic savings, but the analysis leading to this conclusion lack details.
- The plan does not lay out an implementation strategy.

On December 11, 2008, CARB adopted the Scoping Plan without amendment. This was done in part to meet the AB 32 deadline of adopting the scoping plan no later than January 1, 2009. The next major deadline is for a detailed implementation strategy to be developed and adopted for “early action measures” by January 1, 2010; an implementation plan for all strategies must be in place by 2012.

From the perspective of STA staff, the transportation measures with the largest impact will be implemented at a state-wide level. The local measure with the greatest potential impact to GHG emissions is a reduction in Vehicle Miles Traveled (VMT), yet this measure only accounts for 8% of the identified transportation-sector reduction, and only 2.8% of the total targeted reduction.

The ability to achieve local reductions in GHG emissions will likely involve a broad range of approaches, from VMT reduction to green building practices and land use pattern changes. Before a plan that can be implemented by all of the local jurisdictions is implemented, a local GHG emission inventory is needed. Solano County committed to developing and implementing GHG reduction measures during the recent update of its general plan, and STA anticipates similar commitments to flow from the update of the Comprehensive Transportation Plan. Solano County staff is taking the lead in identifying and hiring an individual with local experience to develop the GHG inventory and emission reduction plan, while STA staff is developing a detailed draft scope of work for the consultant. As part of this effort, staff is proposing that STA policies pertaining to the implementation of SB 375 be discussed and developed in parallel to this effort.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. LAO Report, dated November 17, 2008 on AB 32 Scoping Plan (To be provided under separate cover.)



DATE: December 23, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Modeling TAC Appointments

**Background:**

On September 12, 2001, the Solano Transportation Authority (STA) Board authorized the development of the first Solano Napa Multi-Modal Regional Transportation Model. Solano County modelers and modeling associates from the surrounding counties and regions were invited to participate in the development of the new Solano Model. This core group of modelers informally became the Model Technical Advisory Committee (TAC). The STA and the modeling consultant relied upon the Model TAC to provide data and quality control.

The original Model TAC included participants from the Napa County Transportation Planning Agency and the cities of Benicia, Dixon, Fairfield, Vacaville, and Vallejo. Other active participants included staff from San Joaquin Council of Governments, Sacramento Area Council of Governments, the Metropolitan Transportation Commission, and Caltrans. The City of Rio Vista, the City of Suisun City and Solano County did not have participants on the Modeling TAC. The STA's model member from City of Fairfield provided land use information on behalf of the agencies without active participants.

The first phase of the Solano Napa Travel Demand Model was adopted by the STA Board on February 9, 2005. An update (Phase 2) of the Solano Napa Model began immediately after the 2005 Model was completed to reflect MTC's 2005 RTP and ABAG's Projections 2005 data. The updated model continued to forecast traffic conditions through 2030. The STA Board adopted the Phase 2 Model on June 11, 2008.

**Discussion:**

STA staff is currently formalizing the Model TAC roles and responsibilities and is seeking a formal participation from its member agencies. The goal is to have the Model TAC members more accountable for land use recommendations provided to the STA as part of the development of the Solano Napa Travel Demand Model.

The current Model TAC participants and representatives of several local Planning departments met on December 10<sup>th</sup> to discuss roles and responsibilities of the Model TAC. The participants agreed unanimously that planning departments need to be formally involved, as they are responsible for land use information. STA staff is developing a committee structure proposal consisting of a Modeling TAC with representatives appointed by Public Works Directors, and Land Use Subcommittee with members appointed by Planning Directors. STA is also developing a draft Model TAC work plan. It is expected that a formal structure and a Memorandum of Understanding, along with the work plan, will be presented to the STA TAC in January 2009, and to the STA Board in February 2009.

The initial task of the Model TAC will be to assist in a technical update of the current Model in anticipation of the upcoming Regional Transportation Impact Fee (RTIF) Nexus Study. The Model TAC and Land Use subcommittee appointments will be responsible for their agency's modeling data used for this and future modeling purposes.

**Recommendation:**  
Informational.



DATE: December 24, 2008  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, and the County of Solano). This will be the last year Suisun City is scheduled to be claiming TDA funds for streets and roads. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff identifies pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads for the forthcoming fiscal year are held by MTC.

**Discussion:**

This year Unmet Needs Hearing was held on Monday, December 15, 2008 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. MTC Commissioners Spring and Haggerty Co-chaired the meeting. In attendance were three staff from MTC and two staff from STA. There was representation from Caltrans, the City of Suisun

City, and transit representation from Fairfield, Vacaville, and Vallejo. The turnout was small this year. The meeting was adjourned at 6:20 pm. Only two comments were presented. The first comment was from Jerry Kea from Solano Community College –Vallejo Campus. Dr. Kea attended the public hearing last year voicing his concern of no transit service to the Vallejo College. On August 5, 2008, Vallejo Transit restructured Route 5 to serve Solano Community College – Vallejo Campus. Dr. Kea expressed his appreciation of the Unmet Needs Hearing Process and stated that the process works. The second comment was also from someone that attended last year’s public hearing meeting. Staff from Renal Advantage, a dialysis center, mentioned that she has seen some improvements since last year when she expressed concerns about paratransit service for their patients, but felt there is still some room for improvement. The comment period closed December 19, 2008 for accepting comments, by mail, e-mail, fax, and phone.

At the public hearing, STA staff presented changes and improvements to Solano Transit services and facilities in the past year. (see Attachment A)

MTC staff will identify pertinent comments for Solano County’s local jurisdictions that will be addressed sometime in January 2008. The STA coordinates with the transit operators and prepare responses specific to their operation. A coordinated response will be presented for approval by the STA Board before forwarding to MTC.

**Recommendation:**  
Informational.

Attachment:

- A. Overview of Solano Transit Changes and Improvements

Unmet Transit Needs Hearing  
12/15/08  
Solano Transportation Authority Comments

During the past year, the STA and Solano transit operators have enhanced transit services and programs and advanced the development of transit facilities for the public. I would like to present an overview of the past year and a glimpse of the upcoming improvements.

**FAIRFIELD**

- This month, thanks to Commissioner Spering and to the full Metropolitan Transportation Commission, MTC approved \$9 million of regional bridge toll funds to complete the financing package for the new Fairfield/Vacaville rail station. The new Fairfield/Vacaville station already has been approved as a stop for Capitol Corridor trains.
- In Fairfield, the local system upgraded its name to Fairfield and Suisun Transit (FAST). FAST added an additional trip in the morning and in the evening on Rt. 30 service to Sacramento, and started Saturday service for the first. A 5:00pm commute trip was added to the popular Rt. 90 service from El Cerrito del Norte BART Station to Fairfield and Suisun City.
- Two over the road coaches were secured from Samtrans for the expanded service on Rt. 30.
- The STA worked with FAST to complete a Lifeline transportation plan in the Fairfield/Suisun City/Cordelia area. Funding has been approved to implement some of these projects. In 2009, another Lifeline transportation plan will be conducted in Fairfield; this time in the area of East Fairfield.
- The STA and FAST are also working on a study to review how paratransit services are being delivered and to identify how these services can be improved to ensure on-going, stable intercity paratransit service.

**VACAVILLE**

In Vacaville, their local City Coach ridership increased over 28% from fiscal year 2006-07 to 2007-08.

In April, MTC approved a \$2.1 million allocation of federal funds to the City of Vacaville to complete the financing package for the planned \$11.5 million Vacaville Intermodal Station. The project will accommodate regional express bus service linking Solano County with both downtown Sacramento and the Walnut Creek BART station, as well as local bus service, carpools and vanpools. In addition to the bus facilities, the station will include 600 parking

spaces and will be built by the end of 2009. Plans call for the eventual development of a second phase to add a parking structure at the station.

In 2009, a Lifeline transportation plan will be conducted in Vacaville. This will be a joint effort among MTC, STA and Vacaville.

### **VALLEJO**

In August 2008, Vallejo Transit expanded its local fixed **Route 5** to provide weekday service every 30 minutes to the new Vallejo Campus of Solano Community College.

Vallejo Transit started the new SolanoExpress/Baylink **Route 78** service in October 2008 with commuter-style buses connecting the Ferry in Vallejo, Benicia and the Pleasant Hill and Walnut Creek BART stations.

Vallejo's **Route 80** midday service frequency was reduced from every 15 minutes to every 30 minutes to operate more efficiently. Rt. 80 has the highest ridership of all routes in Solano County.

A Lifeline Transportation Study was also completed in Vallejo this past year and several Vallejo Lifeline project proposals secured funding.

### **Baylink Ferry**

In 2007, the State passed legislation requiring the Cities of Vallejo and Alameda to transfer their ferry services and capital to the Water Emergency Transportation Authority (WETA). In 2008, "clean-up" legislation was passed to clarify some of the original legislation. WETA is charged with creating and adopting a Transition Plan for Bay Area ferry service on or before July 1, 2009.

STA worked in partnership with the City of Vallejo, MTC, and Solano County to develop a plan that would bring more riders back to the Baylink Ferry by lowering fares. STA, in close collaboration with WETA, MTC, City of Vallejo, and County of Solano, secured an allocation of \$1.9 million in Regional Measure 2 Funds to support Vallejo Ferry operations this fiscal year. This is a strategy to stabilize the ferry operation and keep it viable until it is transferred to WETA. STA and the County of Solano each contributed \$150,000. Vallejo Ferry lowered its passenger fares in November 2008.

The Vallejo Station's goals are to consolidate parking for ferry patrons with a new 1200 space garage and relocate existing on-street bus transfers to an off-street downtown Bus Transit Center with 12 bus bays. Construction of the Bus Transit Center and the parking structure are both scheduled to begin in 2009.

The City of Vallejo has completed their site selection for Curtola Transit Facility which identified the current location as the best site. This project will increase parking from 485 to 1,400

parking spaces to relieve the current overcapacity at the lot which is used by bus riders as well as car/and vanpoolers.

### **BENICIA BREEZE**

In Benicia, the Benicia Breeze system was restructured to complement the new Express Route 78 that began October 2008 as well as to realize service efficiencies. This included Benicia launching their new Route 76 service to Diablo Valley College and Sun Valley Mall in October 2008.

### **DIXON**

Due to budgetary constraints of the Dixon Unified School District, the school bus service was discontinued. The local general public dial-a-ride service, Read-Ride, was running at maximum capacity operationally and financially. At the City and School District's request, the STA's Solano Napa Commuter information (SNCI) program implemented a Schoolpool program. Working with the school district, the SNCI program registered over 80 families. The STA also worked with City of Dixon and MTC to convert capital 5311 funds into operating funds to assist Dixon Read-Ride maintain its existing level of service.

### **RIO VISTA**

In July 2008, Rio Vista ended its participation in Solano Paratransit. Rio Vista Delta Breeze's daily service to Fairfield and the Suisun City Amtrak station covers Solano Paratransit's primary service area. In early 2009, Rio Vista plans to relocate its transit dispatching functions to the Suisun City Amtrak station.

### **Other**

In the past year, there have been other activities worthy of highlighting:

- There was an 11% increase in ridership on the seven intercity SolanoExpress routes from FY2006-07 to FY2007-08.
- The Capitol Corridor 's FY2007-08 ridership of 1.6 million was a 13% increase over the previous fiscal year.
- Solano continues to study Transit Consolidation and is proceeding with Phase II
- Transit needs and opportunities in the long-term are being studied in the Solano Comprehensive Transportation Plan update
- RM2 marketing funds were used to promote Solano's system of intercity express routes that travel over the bridges and the Baylink Ferry. Phase I of the comprehensive marketing program has been implemented which included transit incentives. 4,000 individuals requested a Baylink Weekender Duo Pass voucher and 1,500 individuals requested a 10-ride express bus pass. Marketing efforts will continue particularly to promote the new express Rt. 78.
- \$200,000 of 5311 funds were secured for Route 30 over two years
- Through the first round of Prop 1B funds, about \$950,000 was secured to replace 30 buses in Solano County

- Through the Lifeline Funding program, the STA just approved the allocation of \$1.9 in STAF and \$1.4 in Prop 1B Capital to fourteen projects throughout the county ranging from operating support to the purchase of 5 small buses and 105 bus shelters.

With the state of the economy and its impact on critical transit funding sources, Solano transit operators will be facing fiscal challenges in the year ahead. Actual TDA revenues are already coming in 10% below estimates in Solano. The State budget crisis has led to legislative proposals to reduce State Transit Assistance funds by about 50%. Three Solano operators face shortfalls this fiscal year. In the year ahead, the STA will continue to work with Solano's transit operators to stabilize and deliver quality, cost-effective transit service.

That concludes my overview.

[Return to Jim Spering.]



DATE: January 5, 2009  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Project Delivery Update

**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

**Discussion:**

There were 2 project delivery reminders this month:

1. **FY STP/CMAQ 2008-09 Federal Obligation Plan:**  
MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1<sup>st</sup> to May 1<sup>st</sup>. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<b>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</b>			
<ul style="list-style-type: none"> <li>- \$8.7 M in Federal funding</li> <li>- Submit E76 Request by February 1, 2009</li> <li>- Receive E76 by April 30, 2009</li> </ul>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL070045</b>	State Park Road Bridge	\$1.67 M for CON (CMAQ & TE) Currently in PE phase. Submitted CTC allocation request.
<b>Dixon</b>	<b>SOL070046</b>	SR-113 Pedestrian Improvements	\$90,000 for CON. Submitted E76 for CON.
<b>Fairfield</b>	<b>SOL070027</b>	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
<b>Fairfield/ Solano County</b>	<b>SOL070012</b>	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding identified. Awaiting funding agreement before TIP amendment.
<b>Solano County</b>	<b>SOL050024</b>	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. E76 for CON to be received soon.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia	\$500,000 for CON. To submit E76 request in early Jan 2009.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in PS&E.

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 07/01/08 – 09/30/08			
Invoice Submission Due to LPA: 11/17/08			
Justification Due to DLAE: 12/01/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by December 2008			
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.
Projects that will become inactive by March 2009			
Dixon	N. 4th St. And East A Street	\$130,000	Authorized 04/18/07. Final invoice (Sept 2008) to be resent to Caltrans.
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02

Projects that will become inactive by March 2009, Continued			
Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07
Fairfield	Texas St. And Union Street/Downtown Fairfield	\$309,855	Authorized 04/26/07

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: December 29, 2008  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian  
Connections Plan Update

**Background:**

On July 9, 2008, the STA Board authorized the Executive Director to enter into an agreement with the California Coastal Conservancy to accept a Bay Area Ridge Trail Grant and to issue a Request for Proposals (RFP) for the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan. This plan would be a collaborated effort among STA, Caltrans, City of Fairfield, County of Solano, the Bay Area Ridge Trail Council, County of Napa, and Napa County Transportation Planning Agency (NCTPA). The STA Board authorized the Executive Director to enter into an agreement with the selected consultant for an amount not to exceed \$55,000.

**Discussion:**

Questa Engineering Corporation was selected to assist STA in coordinating with the various agencies through a partnership/working group to identify potential alternatives for bicycle and pedestrian connectivity from Solano County to Napa County along the Jameson Canyon corridor.

On December 19, 2008, STA staff received a letter from Coastal Conservancy Executive Officer, Sam Schuchat, indicating that the Department of Finance has directed the Coastal Conservancy to immediately suspend work on all contracts and grants funded by State bonds (Attachment A). As specified in an attached Budget Letter (Attachment B), the Coastal Conservancy will not be able to make any representation about its ability to pay any outstanding charges at this time. In compliance with the letter from the Conservancy, all work on this plan has come to a halt.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. December 19, 2008 Letter from Coastal Conservancy Executive Director
- B. Budget Letter from California State Department of Finance

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DATE: December 19, 2008

TO: Contractor/Grantee

FROM: Sam Schuchat, Executive Officer

RE: All Contracts or Grant Agreements with State Coastal Conservancy

Reply to: [budgetletter@scc.ca.gov](mailto:budgetletter@scc.ca.gov)

We regret to inform you that the Coastal Conservancy has been directed by the Department of Finance to immediately suspend work on all contracts and grants funded by State bonds, pursuant to the attached Budget Letter. Therefore you are directed to immediately suspend all work under any agreement you have with the Coastal Conservancy funded with State bonds. You are requested to reply to this message in writing (email is fine) by close of business December 23, 2008. In your reply you should acknowledge that you have received this memo and that you intend to immediately comply. Failure to acknowledge this message and immediately suspend work by the above date will result in termination of the agreement.

Please submit invoices for work completed prior to the date of this letter and not previously invoiced. In a separate document please list and describe any non-cancellable charges pursuant to this agreement. (Examples of non-cancellable charges include items that have been specially fabricated and delivered.) We ask that you make every possible effort to limit your exposure in this regard. As the attached Budget Letter makes clear, we cannot make any representation about our ability to pay at this time.

We are heartbroken to be taking this action. We are required to do so based on instructions from the Department of Finance. We trust that when the State's budget crisis is resolved it will again be able to sell bonds and work may resume under these agreements.

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# BUDGET LETTER

	NUMBER: 08-33
SUBJECT: INTERIM LOANS FOR GENERAL OBLIGATION AND LEASE REVENUE BOND PROJECTS	DATE ISSUED: December 18, 2009
REFERENCES:	SUPERSEDES:

TO: Secretary of State  
 State Controller  
 State Treasurer  
 Superintendent of Public Instruction  
 Administrative Office of the Courts  
 Agency Secretaries  
 Office of the President, University of California  
 Chancellor's Office, California State University  
 Board of Governors, California Community Colleges

Department Directors  
 All GO Bond Financing Committees  
 California Institute for Regenerative Medicine  
 Departmental Budget Officers  
 Departmental Accounting Officers  
 Department of Finance Budget Staff

FROM: DEPARTMENT OF FINANCE

**Budget Officers are requested to forward this Budget Letter (BL) to their Department Facilities, Construction, and Contract Managers.**

The Pooled Money Investment Board (PMIB) voted yesterday to freeze all disbursements from AB 55 loans (Pooled Money Investment Account (PMIA) loans) with the exception of accrued interest and necessary administrative costs. The PMIB took this action to preserve necessary cash resources to pay the day-to-day operational needs of the state for the balance of the fiscal year pending further PMIB action in January. If loan disbursements continue at the current pace, the state's portion of the PMIA is projected to run out of liquid cash before the end of the current fiscal year (cash held in the Local Agency Investment Fund will remain). No future loans or higher amount of loan renewals will be approved until the budget crisis is resolved in a manner sufficient to allow the state to resume issuing bonds.

## AGENCY LIABILITY

***Please be advised that any expenditure not in compliance with this BL could result in your department's or agency's operating budget being obligated to pay that expenditure.***

## PROJECT SUSPENSION AND FREEZES

Effective immediately, all state entities that have expenditure control and oversight of General Obligation and lease revenue bond programs shall:

1. Cease authorizing any new grants or obligations for bond projects, including new phases for existing projects.
2. Suspend all projects, excluding those for which Department of Finance (DOF) authorizes an exemption based on criteria described unless the contracting entity can continue with non-state funding sources (private, local, or federal funds).

3. Freeze all disbursements on AB 55 loans that were not authorized nor submitted to the Controller for payment prior to December 17, 2008.
4. Instruct all grant or loan recipients not to enter into any new construction, other agreements or contracts that would be funded from AB 55 loans.

State entities are not permitted to substitute cash in special funds for previously approved AB 55 loans. Utilizing cash in other state special funds that are in the PMIA would not comply with the PMIB's actions taken yesterday.

#### **EXEMPTIONS**

Immediately report to your DOF Program Budget Manager any project, which if suspended, will subject the state to unacceptable legal liability, fines or penalties. Such projects will be reviewed on a case-by-case basis to determine if continued funding is appropriate or feasible.

In the next few days, additional project information and status will be required so that the PMIB may determine what additional expenditures will be authorized to comply with its direction that all future AB 55 disbursements not exceed \$500 million through June 2009.

Additional information and direction will be forthcoming.

/s/ Michael C. Genest

**MICHAEL C. GENEST**  
Director

DATE: December 29, 2008  
 TO: STA Board  
 FROM: Sara Woo, Planning Assistant  
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Clean Air Fund (CAF) Program*	Jim Antone, Yolo Solano Air Quality Management District (YSAQMD) (530) 757-3653	<b>Application Anticipated to            be Available Mid-January            2009;</b>  <b>Estimated Application            Deadline Mid-March 2009</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**

**Clean Air Fund (CAF) Program**

Application Anticipated to be Available Mid-January 2009  
Estimated Application Deadline Mid-March 2009

**TO:** STA Board  
**FROM:** Sara Woo, Planning Assistant

This summary of the CAF program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public or private agencies, groups of individuals in the Yolo Solano Air Basin

**Program Description:** The Clean Air Funds (CAF) Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and educating the public about air pollution.

**Funding Available:** Approximately \$500,000 is available

**Eligible Projects:** Eligible projects include those pertaining to the following categories:

1. Clean Technologies/Low Emission Vehicles
2. Alternative Transportation Programs
3. Transit Services
4. Public Education/Information

**Further Details:** <http://www.ysaqmd.org/incentive-caf.php>

**Program Contact Person:** Jim Antone, Environmental Planner (YSAQMD),  
(530) 757-3653  
jantone@ysaqmd.org

**STA Contact Person:** Sara Woo, STA Planning Assistant,  
(707) 399-3214  
swoo@sta-snci.com

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